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BOSTON TRANSPORTATION PLANNING REVIEW

FINAL STUDY SUMMARY REPORT

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FEBRUARY 1973



The Boston Transportation Planning Review is a study undertaken for the Commonwealth of Massachusetts, sponsored by the Executive Office of Transportation and Construction through the Department of Public Works (DPW) and the Massachusetts Bay Transportation Authority (MBTA).

State support is contributed by the DPW and the MBTA. This report has been prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration. The preparation of this report has also been financed in part through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended.

The best description of the Boston Transportation Planning Review can be found in the policy statements made by Governor Sargent with respect to transportation in the Boston region. The context of each of these statements, made at various stages of the BTPR, is on the following pages.

In addition, this report summarizes the technical reports and memoranda produced during the course of the BTPR. Contents of the following published reports are included:

Core

- Third Harbor Crossing Report
- Harbor Crossing Summary
- Central Artery
- Circumferential Transit

North Shore

- North Shore Report (I-95 North and I-95 Relocated)
- I-95 Relocated Summary
- The Salem-Peabody Route 128 Arterial Connector
- The Winthrop Connector

Northwest

- Northwest Corridor Report
- Northwest Arterial Report
- Mobility Problems of Elderly Cambridge Residents

Southwest

- Southwest Corridor Report
- Southwest Summary
- Southwest Corridor: Supplementary Report

Regional

- Air Quality Monitoring Program
- Commuter Rail Improvement Program
- Goods Movement Study

- Regional Framework
- Regional Systems
- A Review of Recommended High Speed Ground and Air Transportation Options
- Social Benefit/Cost Evaluation
- Study Element 6 Summary Report: Land Use and Travel Forecasting
- Study Element 2 Summary Report: Community Liaison and Technical Assistance

Other technical reports and memoranda produced by the BTPR are listed by the following categories:

Study Element

02	Community Liaison and Technical Assistance
03	Design and Evaluation Criteria
04	Transportation System Design
05	Joint Development
06	Land Use and Travel Forecasting
07	Special Mobility Studies
08	Technological Studies
09	Legal and Administrative Studies
10	Environment and Conservation Studies
11	Effects on Regional Economy
12	Replacement Housing and Family Relocation
13	Business Relocation and Employment

Facility

10	North Shore General Studies
11	Regional Studies
12	No-Build
13	I-95 North -- Lynn/Peabody
14	I-95 North -- Route 1
15	I-95 Relocated
16	Third Harbor Crossing
17	I-93/I-95 Connector
19	Revere Beach Parkway
23	North Shore Special Mobility/Coverage Transit

24	Airport
25	Southwest Expressway
26	Southeast Expressway
27	Western Inner Belt
28	Midlands Special Purpose Road
29	Southwest Arterial
30	Orange Line Relocated
33	Circumferential
34	Southwest Commuter Railroad
36	Grand Junction Truckway
37	Western Connector
39	Harvard/Alewife Extension
40	Green Line Extension
41	Northwest Commuter Rail
43	Northwest Special Mobility/Coverage Transit
44	Central Artery
50	Southwest General Studies
60	Northwest General Studies

A list of handouts at Working Committee Meetings and a list of Working Committee Meeting Minutes is also included in this report. These documents can be found only in the files at the Massachusetts Department of Public Works.

GOVERNOR FRANCIS W. SARGENT
POLICY STATEMENT ON TRANSPORTATION IN THE BOSTON REGION
FEBRUARY 11, 1970

I have asked to speak to you tonight to report one of the most far-reaching and significant decisions I have made during my term as Governor.

I have decided to reverse the transportation policy of the Commonwealth of Massachusetts.

The decision has immediate effect on the metropolitan Boston area, long-range effect on the state as a whole, and, it is my hope, major effect on the entire nation.

Last May, I announced a reappraisal of this state's policy on transportation. I asked a special Task Force to conduct that reappraisal and to answer certain questions. Here are the questions -- and the answers.

Are we really meeting our transportation needs by spending most of our money building roads? The answer is no.

Are the roads we are building too costly -- not merely in dollars, but in what they cost us in demolished homes, disrupted communities, dislocated lives, pollution of the air, damage to our environment? The answer is yes -- they are too costly.

The most important question is this: what should we do?

I am here tonight to answer that question -- clearly, plainly, and without doubletalk, for there has been enough of that.

My answer takes the form of local, state, and national decisions.

First, metropolitan Boston. Today construction is planned for several controversial transportation facilities -- all of them highways. Extension of Route 2, the Inner Belt, the Southwest Expressway, and Interstate 93 through Charlestown and Somerville.

First, Route 2 and the Inner Belt. Pending today is a five and a half million dollar study of this project. It is called the Task B study and it is scheduled to take 18 months to fix the route of this highway.

I have decided not to approve it. It is too expensive. It would take too long -- and most important, it would consider only where and how to build expressways, not whether to build them at all.

And that last point is the critical question -- whether to build them at all.

Instead of the Task B study, I have decided on a new approach. I call it the Balanced Transportation Development Program and I will ask approval of it from the United States Department of Transportation.



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This program will cost not five and a half, but three and a half million dollars, 90% of which will be federal money. It will operate for 12 months instead of 18. And, most important, its considerations will be far more relevant to our real needs than the Task B study would have been.

This new program will be a first in the nation.

For the first time a metropolitan transportation plan will be developed that is free of outdated ideas and obsolete myths.

The plan will be based on an answer to the questions I called critical a moment ago -- not where an expressway should be built, but whether an expressway should be built. It will integrate road-building with mass transit -- and it will study some of these other, imaginative means of moving goods and people: park and ride system, metered traffic on expressways, special bus lanes, and the host of other space-age approaches now available to the transportation planners.

We must plan for tomorrow, not for yesterday.

My new Balanced Transportation Development Program will also embrace the Southwest Expressway Corridor. The state now owns three-quarters of the land in that Corridor. We are committed to use of that Corridor. Plans now call for highway construction there -- massive highway construction: an eight-lane highway, plus four extra breakdown lanes.

The old plan does call for rapid transit in this Corridor. But it does not consider its proper integration, or other innovative transportation alternatives now available to us. And it emphatically does not consider the impact on the environment -- on housing, on land-use, on people.

I have decided that it must.

My new program will be broad in scope and will consider all aspects of development of a transportation system in the Corridor, for, I repeat, a transportation line must be constructed there.

And, it may well be that a highway will be part of that system.

But before we go further, let us know certainly where we are going, how we are going.

One important footnote. While we consider a new plan for use of the Southwest Corridor, Boston faces a major housing shortage. Today, there are 475 livable housing units standing in the Corridor.

I have ordered a halt to their demolition.

The houses and industries not yet acquired by the Commonwealth will not be acquired, unless their owners ask that they be, or unsafe conditions demand that they be.

Those housing units unfit for habitation in the Corridor will be demolished immediately.

I turn now to Route 93. There are those who say all highway construction within Route 128 should stop. They clamor for what they call a moratorium, and they include Route 93 in this unrealistic idea. The result of their proposals would be not a moratorium on construction, but a moratorium on movement within the Route 128 area. I cannot agree to so irresponsible a plan.

I have decided to order the immediate completion of Route 93 from its present terminus in Medford to the proposed link with the Central Artery. That project makes sense. It shall go forward.

It should be clear by now that the Balanced Transportation Development Program I announce tonight is a totally new concept, not only for Massachusetts, but for the nation.

I envision this program altering the nation's transportation thinking for decades to come. It will affect San Francisco and Atlanta as well as Springfield and New Bedford, Worcester and Fall River, Lowell and Lawrence.

Every state, Massachusetts included, is afflicted today by a national transportation policy that is out of date, out of touch with today's realities.

Federal aid to states for transportation today consists mainly of money for highways -- ninety cents on every dollar spent by a state.

But most metropolitan areas need rapid transit systems and federal money for them is skimpy. In the Boston area, as an example, 79 cities and towns must use tax dollars to finance MBTA growth -- and that burden is increasing to unbearable levels.

Further, major federal money for highways, but only minor federal money for mass transit denies cities and towns the right to choose what kind of transportation is best for them. They are left with either building highways or building nothing.

I have decided to do something about that. ✓ I will attempt to change national transportation policy. I will go to the Congress with these plans to amend federal law.

First, that the Federal Highway Act of 1970 permit states to use interstate Highway Funds for mass transit systems of all kinds, not just highways.

Second, that that same act permit use of such funds for building and improving arterial streets in cities, not just for expressways.

Third, that that same act permit use of such funds to build houses replacing those demolished for transportation construction. We have in Massachusetts today a good plan for relocating families dispossessed by highway construction: We compensate some. We underwrite rents for others. We protect individuals. But we don't meet community housing needs generally. Last year, Boston built only 109 low income housing units, only 1200 moderate income housing units. Yet the present Southwest Expressway plan would wipe out a thousand units -- with no plan to replace them, no funds to finance a plan.

That doesn't make sense.

And so, I will appeal to Congress. And I will propose an amendment to our own state constitution to permit broader use of our own highway money.

Proposals, of course, are not enough. They must be backed by action.

I shall go to Washington to work for these plans. I shall ask the help of our Congressmen, the help of our Mayors of major American cities, the help of Governors in states with major urban areas.

I shall ask the help of the President of the United States.

Most of all, I shall ask and I shall need your help.

Four years ago, I was the Commissioner of the Department of Public Works -- our road building agency. Then, nearly everyone was sure highways were the only answer to transportation problems for years to come.

We were wrong.

Today we know more clearly what our real needs are -- what our environment means to us -- what a community means to us -- what is valuable to us as a people.

Today I know, as Governor of this state, that the errors of the past will cost us dearly if we do not correct them immediately.

We must move quickly.

I mean to do so. Thank you.

GOVERNOR FRANCIS W. SARGENT

POLICY STATEMENT ON TRANSPORTATION IN THE BOSTON REGION

December 29, 1971

Governor Francis W. Sargent announced today that Phase I of the Boston Transportation Planning Review has been completed. The following is a text of the Governor's comments upon the conclusion of Phase I of the Study:

Phase I of the Boston Transportation Planning Review has been completed, successfully and on time. It has demonstrated that plans developed in the 1940's and 1950's are inappropriate for the 1970's and 1980's. Specifically, based on the Planning Review recommendations, I have concluded: (1) that all of the old expressway plans for the region within Route 128 require, at the very least, major modification; (2) that there are many new and exciting alternatives which have not previously been seriously considered; and (3) that open planning, in close consultation with local officials and interested private groups, can work.

The time is not yet ripe to say whether any of the proposed expressways within Route 128 will be built, and if so, which ones. Phase I was never intended to produce the answer to this question. It has rather had two objectives: first, to analyze the pros and cons of the old plans in systematic fashion; and second, to develop a wide range of possible alternatives to these previous plans, in close consultation with interested groups and officials.

Phase I, then, has been a period of creativity, of increasing the number of alternatives available for consideration. Now, as we move into Phase II, it is time to begin reducing the number of alternatives. This is necessary in order to permit detailed development and analysis of those alternatives that remain in the coming months, in preparation for the final decisions that I have pledged myself to make during the spring and summer of 1972.

In narrowing down the options for those final decisions, I have today reached the following conclusions:

1. The eight-lane scale for expressways within Route 128 is clearly excessive, both because of environmental disruption and traffic impact on downtown Boston. The construction of such expressways would overwhelm the already crowded city streets in the vicinity of core area interchanges. Thus the maximum scale facilities to be considered during Phase II will be four conventional highway lanes plus two lanes for buses, emergency vehicles (such as ambulances and fire engines), and at times other special purpose vehicles (minibuses, taxis, trucks, car pools, etc.).

2. An effort to accommodate all potential demand by commuters for highway capacity into downtown Boston would be outrageously expensive, in terms of highway investment dollars, increased transit deficits, social disruption, and environmental degradation. Such a policy would also require the construction of many thousands of additional parking spaces in the core, at an average cost that might exceed \$5,000 per space, not to mention the associated local street improvements that would be necessary.

3. Thus, our policy must be to encourage those who work in the Boston core to commute by transit. At the same time, we recognize that there is a great deal of travel demand by people who work outside the core or who come to the core at times other than peak commuting periods (truckers, tourists, shoppers, etc.). A central question that must be resolved in Phase II is: how much of this non-commutation demand for highway space can be accommodated at acceptable social, economic, and environmental cost.

4. Implementation of this policy will require an intensive effort to improve our public transportation system. It must take on a bigger share of the job. It will need facilities, services, and funds to do that job. We will look to the Planning Review, working closely with the M.B.T.A., to develop better means of getting around in downtown, and of serving areas that are not adequately served at present. The Planning Review has proposed circumferential transit, that would link a number of our educational and medical institutions. It has also proposed new transit services to improve mobility for inner city neighborhoods. I am asking that these proposals for new patterns of transit service be given in depth study during the next few months, along with facilities such as fringe parking lots that would encourage a greater number of core-oriented travelers to go by transit.

These conclusions have led me to drop from consideration the following highway alternatives:

1. Any expressway facilities greater in scale than four conventional highway lanes plus two lanes for buses and other special purpose vehicles. Thus the previously planned eight-lane facilities for the Southwest Expressway, I-95 North, the Inner Belt, and Route 2 extension will no longer be considered.

2. All previous plans for the Inner Belt through Cambridge and Somerville. The much-discussed Brookline-Elm and Portland-Albany Street alignments are now officially dead. I hope that the families, churches and businesses that have lived with this threat for so many years will now feel able to plan for the future with a sense of security. Federal relocation requirements make it impossible to construct these routes. Therefore the Commonwealth will be seeking compensation in the form of equivalent dollars for highway investment elsewhere in the state, recognizing that it was impossible to construct this route in accord with Federal relocation procedures.

While dropping the Inner Belt as previously conceived, let me note that the possibility of a two or four lane facility, primarily or exclusively for trucks and buses, connecting the Turnpike and Route I-93, using the Grand Junction railroad right-of-way, will continue to receive consideration in Phase II. This facility, if constructed, might well be designated I-695. It would be very different from the old Inner Belt, however, most notably in that its primary purpose would be to take truck traffic off the residential

streets of Cambridge, and that it would require virtually no dislocation of homes or businesses.

3. The previously proposed alignment for a Third Harbor Crossing. This alignment passed through East Boston and would have caused very substantial business and residential dislocation. East Boston has already paid an excessive price for the convenience of motorists and air travelers. Moreover, the alignment in question involved an airport interchange very close to the existing tunnel entrances. Such an interchange location could produce airport and tunnel traffic tieups far beyond anything seen to date.

Thus, the Third Harbor Crossing alignments carried forward for Phase II consideration all pass through Logan Airport property to the east of the previously proposed alignment. They would require no taking of homes in East Boston. An expressway on one of these alignments might relieve congestion in the existing tunnels and on East Boston streets. It could facilitate bus, taxi, and automobile access to Logan Airport. It could relieve Central Artery congestion. And it could open up South Boston for exciting new development. Such a road might, however, cost upwards of half a billion dollars. We have a good deal still to learn about its possible social and environmental cost, as well as its transportation benefits. Thus, it is premature to judge whether it merits construction at this time. But it will be studied in Phase II.

4. The previously proposed alignment for I-95 (Relocated) through Revere to Cutler Circle. This would have been extremely disruptive to homes and businesses in Revere. The Planning Review has proposed studying a number of alignments that would create significantly less disruption. They would all be primarily on existing highway or railroad corridors. All of these will be studied in Phase II.

5. The South End Bypass. This was a project of the City of Boston, abandoned by the City. It was never a state project. As a general purpose roadway, I consider it a dead proposal. Some transit options in the existing railroad alignment, however, should be studied in Phase II, including the possibility of a busway.

6. Certain recent proposals for major arterial and parkway routes within Route 128. These alternatives would have involved modifications to Hammond Pond Parkway and Turtle Pond Parkway in Newton, Brookline and Boston; to Alewife Brook Parkway and Mystic Valley Parkway in Somerville and Medford; and/or to College Avenue and Harvard Street in Somerville and Medford. These investments would have produced quite modest transportation benefits at high cost in terms of environmental and business disruption, not to mention highway investment dollars (non-Interstate) that might be put to far better use elsewhere in the Commonwealth. These proposals will not be considered further.

I have listed these items that will not be studied further in order to clear the air and let the Planning Review get on with more detailed work comparing a number of more feasible alternatives.

Permit me to conclude with a few words about the options that remain, and the general thrust of this Administration's transportation policy.

First, let me emphasize that, in dropping certain expressway alternatives at this time, I am not deemphasizing the needs of the regional economy. No one is more cognizant than I of the need for economic development and for jobs. At the same time, I think that we have to reevaluate a good many old shibboleths about the means to achieve prosperity. I do not think that the best path to prosperity is one which radically overloads the street system of the downtown core. I do think that concern about the environment and the quality of life is highly compatible with a determination to promote prosperity. I have called upon the Planning Review for creative thinking about the best ways to reconcile these objectives. I think that its staff has been doing a grand job. And I would call upon other public officials and private groups to join me in taking a fresh look at our transportation problems in the light of their findings.

The alternatives that will receive priority attention in Phase II of the Planning Review fall into three broad categories: transit options, expressway options at the 4-6 lane scale, and means of handling motor vehicle traffic that do not involve the construction of new expressways. All of these alternatives will be studied in an integrated fashion, in order to present the alternatives within a broad context of the economic, environmental, and transportation needs of the Boston region.

With respect to the transit alternatives, it bears emphasis that I have never questioned the desirability of the major proposed transit extensions for the Boston region. The Planning Review has dealt with them only insofar as their design has required integration with the design of related road improvements. Design is a broad term, of course, which includes in several cases considerations of alignment and of choice among possible rapid transit technologies (for example, commuter rail, electrified rail rapid transit, and exclusive busway). Though a good many transit design issues remain open, I am assured that no projects for which bonding authorization is available will be delayed by the Planning Review.

With respect to the "no expressway" alternatives, the Planning Review will consider what can be done to existing arteries in order to improve safety, eliminate bottlenecks, and facilitate local traffic and bus transit movement. I have also asked that the Review prepare a full analysis of the consequences of foregoing freeway construction. How severely would automobile traffic have to be restricted? What transit investments would be required that might not otherwise be needed? What would be the impact upon the regional economy and the regional land use pattern? What would be the consequences for the natural environment and the quality of life in the Boston region? This analysis should be an important part of Phase II.

A list of the facility alternatives that will be studied in Phase II is attached, along with maps to indicate their possible alignments.

The following major transportation facility alternatives will be given priority consideration during Phase II by the BTPR.

In the Southwest Corridor
(Highways)

1. Either a four-lane expressway, or a six-lane expressway in which two lanes are reserved for buses and other special purpose vehicles. (The busway lanes, it should be noted, also constitute a public transit alternative.)

These studies will include consideration of appropriately-scaled connections, to the Massachusetts Turnpike and the Southeast Expressway, along the present alignment of the Boston Inner Belt. These studies will also include alternative alignments in the Fowl Meadow area, including Readville and Route 138.

2. As an alternative to expressway construction in the Southwest Corridor, the development of separate new reversible lanes in the Southeast Expressway Corridor, possibly at a second level. If such lanes are constructed, at least one would be designed for exclusive or controlled bus use during peak hours.
3. A route for trucks and, possibly, other special purpose vehicles on the Midlands Division right-of-way of the Penn-Central Railroad.
4. No new expressways -- bottleneck relief, safety measures and local arterial improvements only.

(Transit)

5. Orange line extension in the Penn Central right-of-way from South Cove Tunnel to Forest Hills, with extensions to West Roxbury and Needham, and to Route 128 in Canton. Right-of-way will also be reserved for high speed ground transportation between Boston and New York City. Options for improved commuter rail service will also be investigated in this corridor.
6. Maintenance of existing Washington Elevated Rapid Transit, or equivalent service, from Essex Station to Dudley or Egleston Station. Extensions to Mattapan Center on Warren Avenue and Blue Hill Avenue will also be investigated.
7. Use of the Midlands Division right-of-way of the Penn Central Railroad from South Station to Mattapan for light-rail transit service, or as an exclusive busway facility.

8. Use of either new technologies or conventional rapid transit systems for an Inner City Circumferential transit loop, from City Hospital and Columbia Point, to Back Bay educational and health facilities, and connecting with a similar transit loop alternative in the Cambridge portion of the Northwest Corridor.
9. Development of reserved bus lanes in the Southeast and Southwest Highway Corridors.

In the North Shore Sub-area
(Highways)

1. Either a four-lane expressway, or a six-lane expressway in which two lanes are reserved for buses and other special purpose vehicles. Both the originally proposed alignment for I-95 through Lynn and Peabody, and the newly developed Route 1 alignments, remain in consideration at this time. Priority attention will be given to the Route 1 alignment to determine whether it is a feasible and prudent alternative, while work proceeds on improved design through Lynn Woods. Sub-options of the Route 1 alternative include rebuilding within the existing right-of-way as well as constructing a new, parallel facility.
2. I-95 Relocated, extending from South Station through a Third Harbor Crossing to a connection with either I-95 or the Revere Beach Parkway in the North. The scale of the roadway to be considered is four lanes, or six lanes in which two lanes are reserved for buses and special purpose vehicles. As noted previously, the originally proposed alignment through heavily residential areas of East Boston and Revere will be dropped from further consideration. All Third Harbor Crossing alternatives carried into Phase II will pass through Logan Airport property, to the east of the originally proposed alignment, and would not require the taking of any homes in East Boston. I-95 alternatives through Revere would follow either the Boston and Maine right-of-way and the edge of Saugus Marsh, or a widened Northeast Expressway and Revere Beach Parkway.
3. A four-lane expressway spur connecting Revere Beach and the Pines River Blue Line rapid transit terminal with Cutler Circle, and I-95, if built.
4. Expressway and arterial improvement alternatives from the Salem/Beverly area to Route 128, as alternatives to the presently

designed Connector to I-95 North. The presently designed Connector will also remain under consideration.

5. No new expressways -- bottleneck relief, safety measures, and local arterial improvements only.

(Transit)

6. Improved line-haul transit service between the North Shore and Boston. Options include upgrading existing commuter rail service, or introducing new, dual-powered transit vehicles capable of providing both suburban service and improved downtown distribution. A full rapid transit extension on the North Shore will not be considered for short-term implementation.
7. The integration of the Blue Line Rapid transit extension to Pines River with feeder bus service and fringe parking facilities.
8. Development of reserved bus lanes in conjunction with all I-95 and Third Harbor Crossing alternatives, as well as the Revere Beach/Pines River connector.

In the Northwest Sub-area

(Highways)

1. A two or four-lane route, primarily or exclusively for trucks, following the Grand Junction Railroad right-of-way through Cambridge and Somerville, connecting the Massachusetts Turnpike with Route I-93.
2. A four-lane route, through Cambridge and Watertown along the Watertown Branch of the Boston and Maine Railroad, connecting the present terminus of Route 2 at Dewey and Almy Circle to the Massachusetts Turnpike,
3. A two- or four-lane route over the Boston and Maine Fitchburg Division right-of-way from the terminus of Route 2 to several possible terminations in Cambridge and Somerville. This route might be an arterial connecting with several cross streets, or it might be a special purpose expressway intended primarily or exclusively for trucks and buses.
4. No new expressways -- bottleneck relief, safety measures, and local arterial improvements only.

(Transit)

5. Rapid transit extension to the Alewife Brook area. First priority will be given to possible extensions of the Red Line from Harvard Square, including a direct deep-bore tunnel, as well as an alternative through Porter Square. The Green Line extension alternative along the Boston and Maine Fitchburg Division right-of-way will also be retained in the event that costs of the Red Line alternatives prove to be prohibitive.
6. Extension of the Green Line from Lechmere to West Medford along the Boston and Maine New Hampshire Division right-of-way with a possible connection to Alewife along the Boston and Maine freight cut-off.
7. Continuation of commuter service to suburban areas, either through improved commuter rail service, substitution of new "light rail" or dual powered transit vehicles, substitution of express bus service on existing expressways or new busway facilities, or some combination of the above.
8. Development of a Circumferential Transit Loop in Cambridge and Somerville to provide local access and distribution service. This study will be coordinated with a connecting alternative in the Southwest Corridor.

During Phase II, each transportation facility alternative will be thoroughly analyzed in terms of direct and secondary social, environmental and economic effects, as outlined in the Study Design. In addition to the above, BTPR Phase II studies will include the following related analyses:

Local transit access and distribution needs in the Cambridge/Somerville and Roxbury/South End/Jamaica Plain areas,

Needs and characteristics of goods movements in the greater Boston area,

Transit operations improvements, including modifications of routes and schedules and improvement of transfer procedures and facilities,

Parking needs and policies,

Regional economic and environmental implications of alternative transportation systems.

FACILITIES TO BE GIVEN PRIORITY CONSIDERATION DURING PHASE II - TRANSIT

Legend

- Rapid Transit Lines
- Improved Commuter Rail
- Reserved-lane bus

Commuter service to suburbs, via w/improved rail service, express s, or combination

Improved line-haul transit, via dual-powered vehicles or upgraded commuter rail

Reserved bus lanes on all exp. alternatives

Blue line extension to Pines River MASSACHUSETTS

Direct transit link to Airport via Third Harbor Tunnel

Maintaining of Wash. St. El, or equivalent service, and extensions to Mattapan Sq.

Extension of circumferential loop to Columbia Point

Light rail transit or busway on Midlands Branch ROW

Reserved bus lanes in SE & SW Exp. Corridors

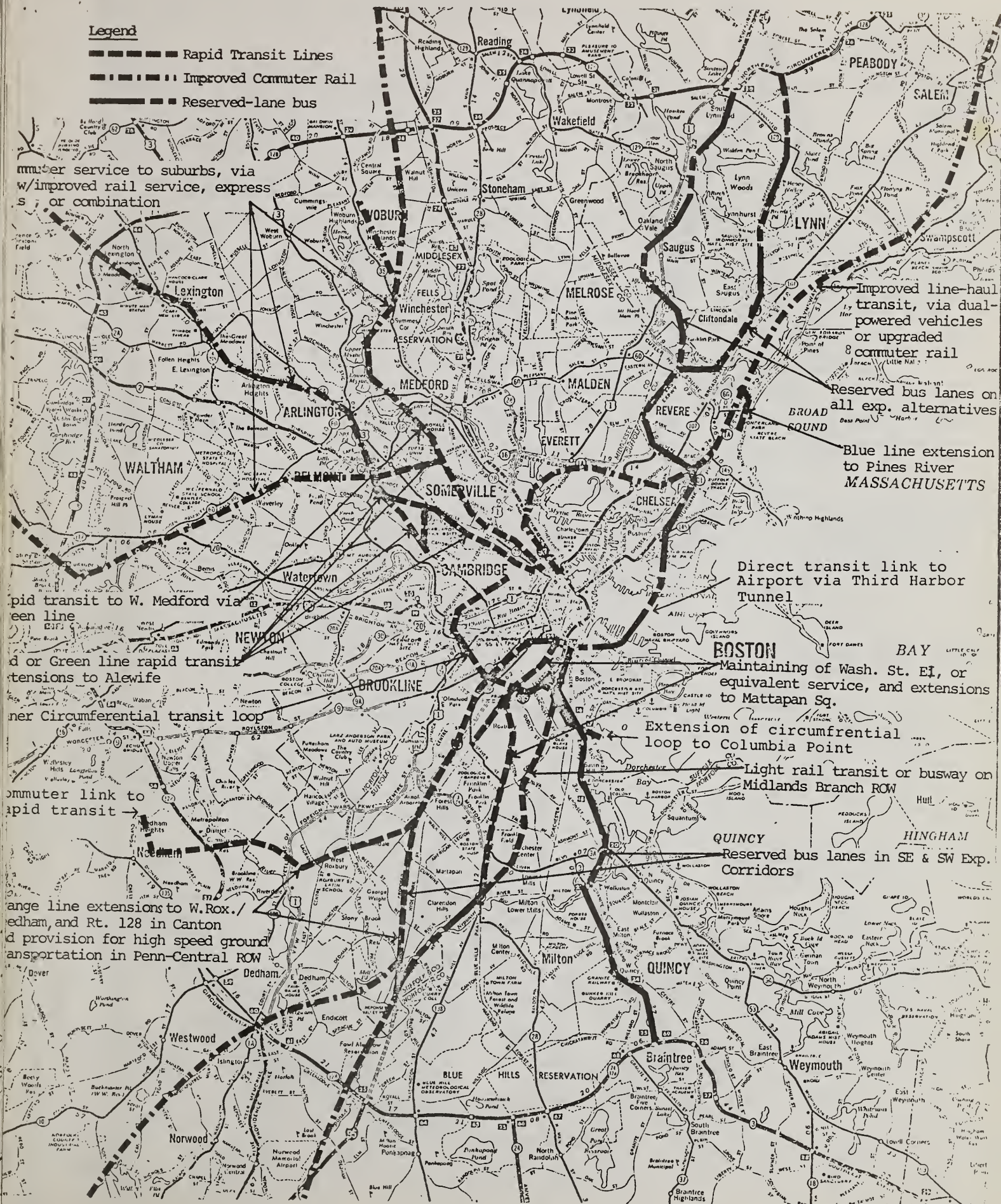
Rapid transit to W. Medford via Green line

Green or Blue line rapid transit extensions to Alewife

Inner Circumferential transit loop





Commuter link to rapid transit

Orange line extensions to W. Rox./Dedham, and Rt. 128 in Canton and provision for high speed ground transportation in Penn-Central ROW

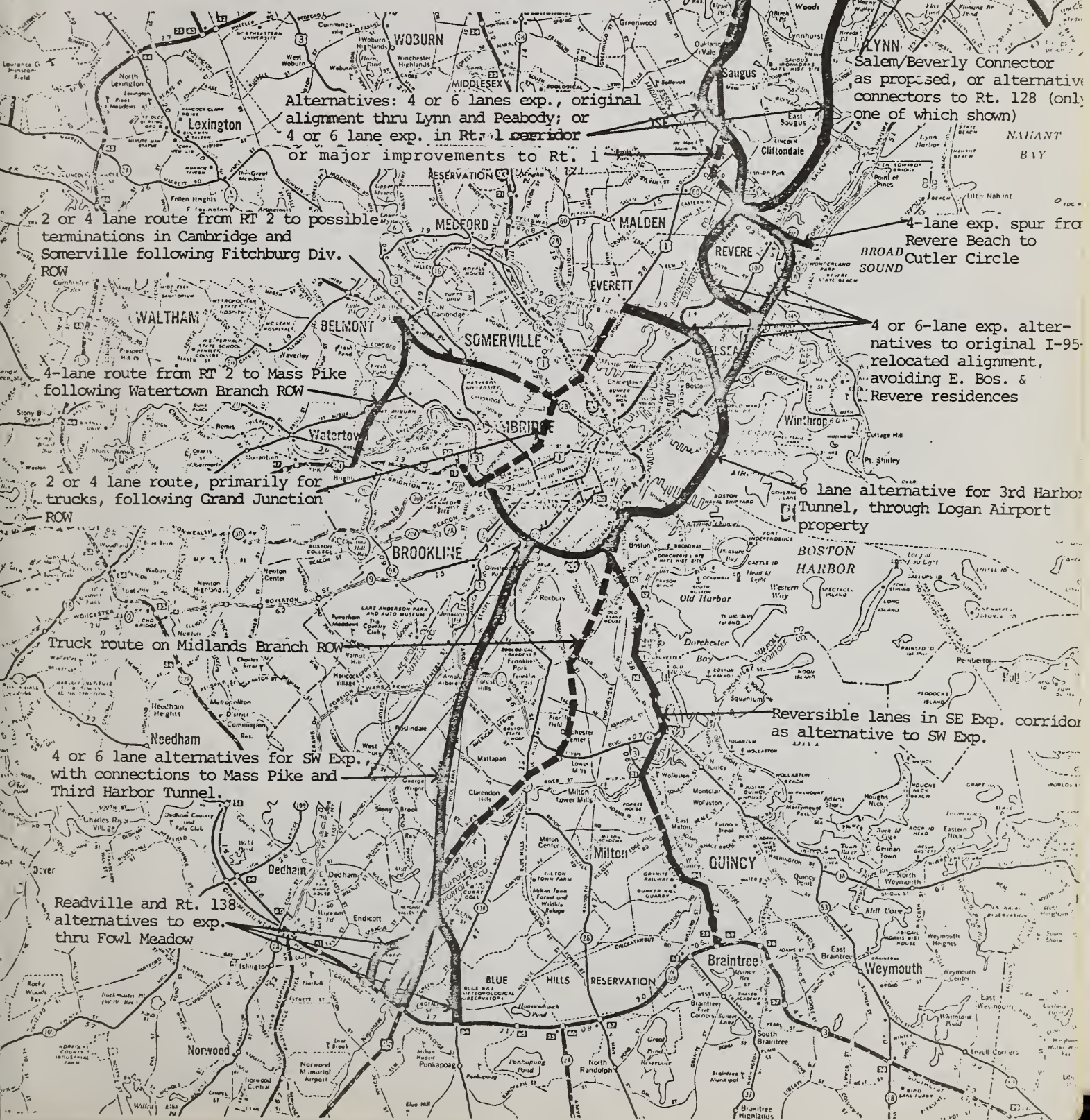


FACILITIES TO BE GIVEN PRIORITY CONSIDERATION DURING PHASE II - HIGHWAYS

Legend

-  New 4-lane exp. plus 2 special-purpose lanes
-  New 4-lane exp. or arterial
-  Truck and special-vehicle routes
-  Improved existing facility

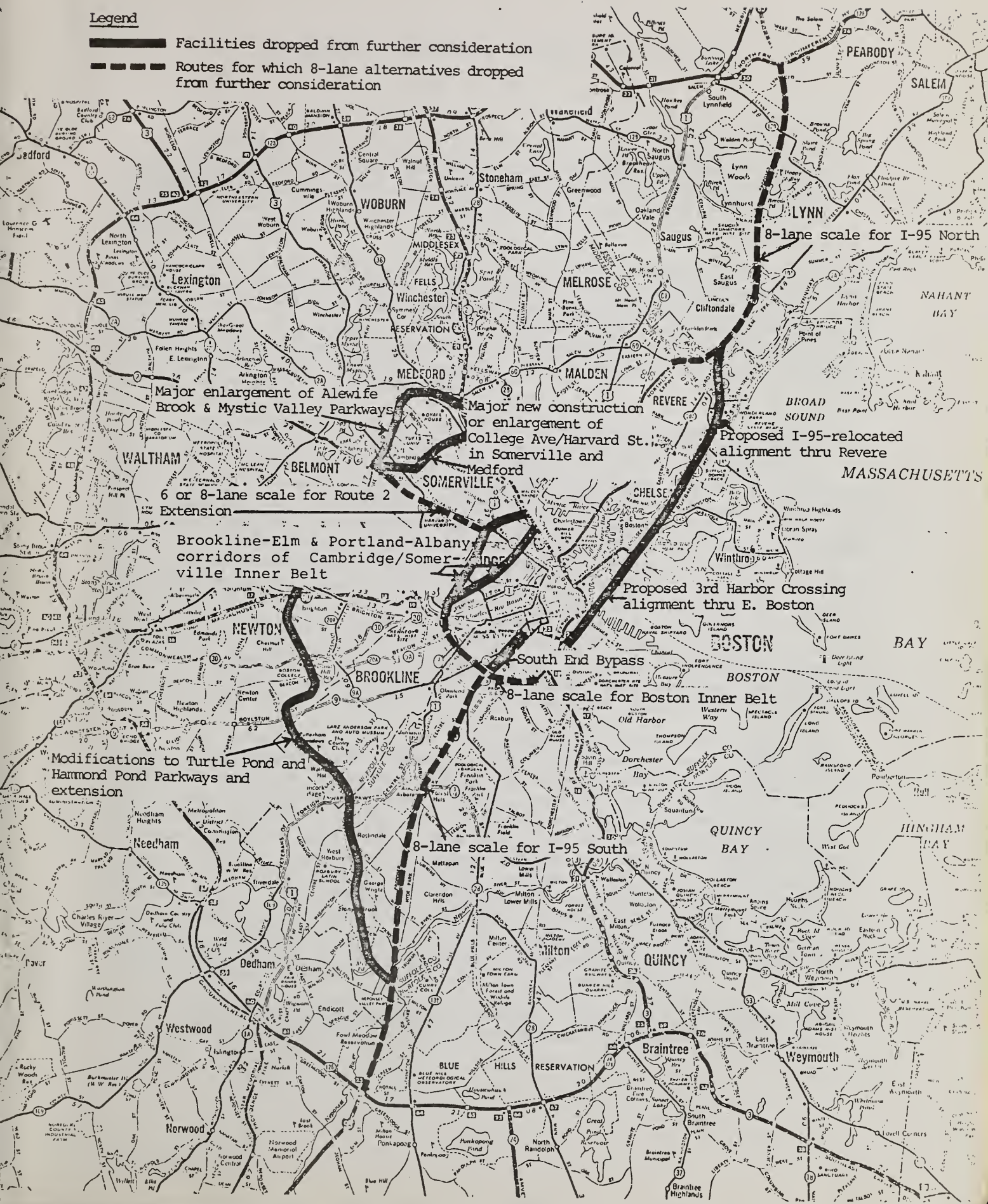
Not shown, but applicable to all corridors: No new exp. alternative, local arterial improvements only



FACILITIES DROPPED FROM FURTHER CONSIDERATION

Legend

- Facilities dropped from further consideration
- Routes for which 8-lane alternatives dropped from further consideration



GOVERNOR'S STATEMENT ON THE NORTH SHORE

June 5, 1972

A little over a year ago, I made a commitment to decide within ten months after the start of the work of the Boston Transportation Planning Review, whether or not to build Route I-95 North on the approved corridor through Revere, Saugus, Lynn and Peabody.

I have now received and studied the Boston Planning Review Report on the North Shore. This is a total transportation report dealing both with highway and public transportation issues on the North Shore. It deals with four major categories of issues, all of which are closely related to one another: line haul highway issues; line haul transit issues; local service highway issues; and local service transit issues.

The major line haul highway issue is whether or not to build Route I-95 from Cutler Circle to Route 128, and if so, where and -- at least in general terms -- with what design. With respect to my original commitment on this issue, the options for choice have broadened considerably since the beginning of the Planning Review. As the Planning Review began, the only options appeared to be the original DPW alignment through the Lynn Woods, perhaps with changes in design; some very modest alternative improvements to roads within basically the same corridor; or no road at all. In Phase I the Planning Review generated several major new highway alternatives in the Route 1 corridor -- alternatives on which very little work had been done and about which public discussion had not taken place. These appeared worthy of serious examination, however, since they would avoid going through residential neighborhoods and major public open space reserves.

By contrast, the Lynn alignment for I-95 North had been studied and debated for years. Its chief advantages were that it would provide improved access to General Electric and certain other commercial locations in Lynn, and by means of a series of connector highways would tie the eastern shore communities in to the regional expressway system. It had two major disadvantages. First, the main highway alignment passed through the Lynn Woods, the North Shore's largest and most valuable open-space resource; and the connector alignment passed through valuable recreational and watershed land in Peabody and Salem. Second, the main highway alignment passed through the densely built up residential area of West Lynn and residential land in Peabody, requiring the taking of over 100 additional homes.

The alternatives in the Route 1 corridor can serve most of the major functions of the Lynn Woods alignment, with the

exception that Lynn itself would not have an expressway within its borders. The chief advantage of an expressway in Route 1 is that it would be built in an existing transportation corridor, which would have much less permanent impact on residential communities and parkland. Its major disadvantage is that during construction it would create significant disruption of existing businesses on Route 1. Implementation of this scheme would require a major state program of imaginative relocation assistance, business redevelopment, and careful construction phasing.

While the number of transportation options has thus broadened to include several major new alternatives, the legal analysis conducted within the BTPR has clarified certain of the legal constraints that must be accommodated as we move toward decision. The most important legal constraint is Section 4(f) of the federal Department of Transportation Act. This provision of federal law specifies that the choice between the Lynn Woods corridor and the new (Route 1) alternatives is not a pure policy decision for the state to make. Rather, it calls for an initial finding as to whether any alternative to the Lynn Woods alignment constitutes a "feasible and prudent" alternative within the meaning of Section 4(f).

The BTPR Phase II report provides the basis for a clear conclusion that there is an alternative which does not take substantial public parkland and which is feasible and prudent within the meaning of federal law. Therefore it seems most unlikely that a state decision to construct I-95 on the Lynn Woods alignment could be sustained in the courts. So as not to mislead those who care to participate in the next stage of public discussion, I am today taking official cognizance of this finding. Although the Lynn Woods alternative is discussed in the report and will be explained at the hearing to demonstrate how the BTPR did its work, I hereby state that I will not recommend to the Federal Highway Administration the construction of I-95 North through the Lynn Woods. Route I-95 North will thus not enter the city of Lynn. I-95 North will not be built on its original corridor through the Lynn Woods.

Of the alternatives that remain, two involve the construction of I-95 in the area of Route 1. One of these would involve the construction of I-95 basically on the current Route 1 alignment. The Interstate expressway would occupy the center of the new facility, flanked by four lanes (two in each direction) of local arterial roadway. The other alternative would have the expressway lanes run essentially parallel to the existing Route 1, behind the current development insofar as possible, leaving Route 1 as it now is to serve local traffic.

A third alternative does not involve the construction of a new expressway, but it does involve what in my view is the minimal program that is conceivable for a functioning Route 1 in the

absence of I-95 -- widening Route 1 in places, rebuilding an interchange, and creating some safety improvements.

These are the three alternatives on which those who wish to address themselves to the meaningful options that I am considering are advised to focus their attention in the coming weeks. These alternatives will be the subject of a public hearing early this summer, as soon as all required legal procedures have been completed. The first step in these procedures has already occurred with the official transmittal of copies of the report to the Federal Highway Administration. The forthcoming hearing will enable the people of the North Shore to have a full opportunity to view the plans and express their views about them before the Commonwealth becomes committed to any of these schemes.

A widespread view has matured in recent months among the active participants in the BTPR that a total decision on the three major I-95 segments under consideration and their associated major transit investments, should be made at the same time, because there is such a great interrelationship among aspects of any total transportation system plan. I have reviewed that position and find it essentially valid. Therefore, I will choose among these Route 1 alternatives at the same time that I make decisions on the Southwest Expressway and a Third Harbor Crossing. I anticipate making these decisions in September. This involves some delay in the original schedule for a Southwest Expressway decision, but an acceleration in the schedule for decisions on Relocated I-95 and the Third Harbor Crossing.

Since the Lynn Woods alignment is now officially dead, a connector which had been designed to connect Beverly, Salem, and Swampscott to Route I-95 cannot be implemented. The Planning Review, however, has identified a corridor that runs mostly along existing rail right-of-way from Salem through Peabody, in which a new four-lane arterial street could provide greatly improved access from the shore communities to Route 128 with minimal disruption. The plan appears to command widespread support from officials and citizens of both Peabody and Salem. I am today directing the Department of Public Works to accelerate engineering and design work on this proposal, aiming at the earliest possible public hearing and the closest possible cooperation with the two communities. Improved access from Marblehead and Swampscott to this Peabody-Salem-Beverly connector will also be studied.

I am also directing the DPW and the BTPR to work closely with the city of Lynn and representatives of the General Electric Company to develop a detailed plan for improving access to downtown Lynn and the GE plant. GE would have been the chief beneficiary of I-95 on the Lynn Woods alignment, since the city of Lynn in past years rejected proposed downtown connectors. In its absence, the Commonwealth is prepared to undertake smaller scale but nevertheless significant improvements so that people can get to and from this major employment center with greater

ease. I am also requesting the MBTA and the BTPR to work with Lynn and GE in exploring whether improved or special transit service, perhaps running direct from employee residences to the plant gate, could be instituted specifically to serve GE and possibly downtown as well.

At the outset I indicated that the BTPR report was a total transportation report, not just a report about Interstate expressways. Let me highlight three of the main findings and issues in the other problem areas:

With respect to line-haul transit, a major improvement program is called for -- but not in the form of high cost new transit extensions into the outer North Shore. The commuter railroad network already exists, and is an extremely valuable resource to protect and upgrade. The report describes the need for right-of-way improvement, better equipment, additional parking capacity, and some construction to eliminate several major grade crossings.

With respect to local service transit, a number of improvements in bus routes, schedules, and fares are proposed. These are intended to make the bus system work more as an integrated network, both as an effective feeder to the commuter rail system where appropriate, and as a major means of travel between the North Shore communities themselves. Public response to the details of these proposals will be important.

With respect to local service highway issues, one major category of North Shore transportation problems has to do with congestion in town centers and on major arterial streets connecting North Shore towns to each other. Attention must be focused on these very immediate, very difficult transportation problems. Individually these problems and the kinds of improvements which respond to them are relatively small scale, but collectively they are very significant indeed. Off street parking and arterial street improvements, better signs and signals, improved traffic operations programs -- these all require the highest priority attention within the North Shore subregion. I am today directing the DPW to accelerate its comprehensive TOPICS program for the North Shore, in a manner that will bring to fruition its promise as a model for the kind of state-local cooperative transportation planning that Secretary Altshuler, Commissioner Campbell and I are determined to achieve.

GOVERNOR FRANCIS W. SARGENT
POLICY STATEMENT ON TRANSPORTATION IN THE BOSTON REGION
November 30, 1972

BACKGROUND

Early in 1970, I halted work on a number of controversial highway projects in the Boston area. At that time I established the Boston Transportation Planning Review (BTPR) to advise me on these controversies, and directed that these projects be reviewed in conjunction with other pending transit and highway projects in the region bounded by Route 128. I promised that we would examine not just where and how expressways should be built, but also whether they should be built at all.

My mandate to the BTPR was to produce the technical analyses needed to evaluate the impact of the proposed projects on a full range of metropolitan issues. The planning process for this study was to be open, broadly participatory, and fully compatible with emerging federal and state policies with respect to transportation, socio-economic, and environmental values. In order to provide me with the widest range of options, I directed that the BTPR pay particular attention to the development of new alternatives which would address critical transportation needs, the movement of goods and the provision of transportation opportunities for the aged, the young, the low income, and the handicapped. As a final product, I asked the BTPR to provide me with an objective analysis of the value of each possible transportation improvement as balanced against its unavoidable adverse impacts, such as residential and business displacement and environmental disruption.

PHASE I DECISIONS - POLICY AND FACILITY OPTIONS FOR DETAILED STUDY

As there were a great many policy and project alternatives to consider, it was essential that the options gradually be narrowed during the course of the BTPR. Thus, the BTPR study design provided for phased decision-making with respect both to broad transportation policies and specific project alternatives.

In December, 1971, at the conclusion of Phase I of the BTPR, I reduced the range of highway alternatives for further study by:

- ° Eliminating consideration of any expressway facilities having more than four general-purpose traffic lanes and, where appropriate, two special purpose traffic lanes.
- ° Eliminating the Cambridge-Somerville Inner-Belt and the Route 2 Extension from Alewife to the Inner Belt from further consideration.

More generally, I stated that new radial expressways designed to accommodate peak-hour travel demand to downtown Boston should no longer be considered, for the following reasons:

- ° Inability of already crowded city streets to receive and distribute additional expressway traffic.
- ° Lack of adequate off-street parking capacity, and inability to provide such capacity in an efficient, orderly fashion.
- ° Competition with line-haul transit service, both existing and proposed, leading to increased transit operating deficits.

- ° Inescapable social disruption and environmental degradation as a result of direct displacement, air and noise pollution, and visual intrusion.

At the same time, I recognized the importance of highways in meeting the travel demands of persons who work outside the downtown Boston core, who come to the core at times other than peak commuting periods, such as tourists and shoppers, or who have no effective means of traveling other than on highways, such as truckers. I asked the BTPR, therefore, to determine how much of this non-commutation demand for highway space could be accommodated at acceptable social, economic and environmental cost.

Finally, in order to provide efficient accessibility to downtown Boston and to maintain the continued growth and vitality of the region's central core, I directed the BTPR to consider innovative improvement programs for the metropolitan transit system. I stated that:

Our policy must be to encourage those who work in the Boston core to commute by transit... Implementation of this policy will require an intensive effort to improve our public transportation system. It must take on a bigger share of the job. It will need facilities, services, and funds to do that job. We will look to the Planning Review, working closely with the MBTA, to develop better means of getting around in downtown, and of serving areas that are not adequately served at present.

Subsequently, in June 1972, I announced the elimination of the originally proposed route for I-95 North through the Lynn Woods and Saugus Marsh. Based on the BTPR draft Environmental Impact Statement, I concluded that the presence of "feasible and prudent" highway location alternatives, as defined by Federal

law, effectively precluded the use of the Lynn Woods for the proposed I-95 North expressway.

Formal public hearings were held for the remaining major highway facility alternatives on the North Shore, in the Boston Core, and in the Southwest Corridor during August and October 1972. Testimony was received from a wide spectrum of public officials, agencies, and private interests. I have considered this testimony with great care. Along with the technical analyses provided by the BTPR, it has been instrumental in shaping the decisions that are set forth below.

P O L I C Y D E C I S I O N S

CENTRAL THEMES

The Boston area is fortunate in having an extensive rapid transit and commuter rail network. The traditional reliance of Bostonians upon this network for access to the regional core is in large part responsible for the economic and cultural vitality of the metropolis. For half a century until very recently, however, this transit system has been permitted to deteriorate -- physically, financially, and institutionally.

A judgment was reached in the early postwar period that the primary public response to mounting traffic congestion and the decline of transit should be massive investment in new free-ways. The hope was that this public investment, combined with still greater private investment in motor vehicles, would provide a lasting solution to the transportation problems of the region.

We have gradually learned that this judgment was mistaken. There was no way to provide sufficient highway and parking capacity while still preserving those characteristics of the region that make it a highly attractive place to live and work. The freeway investment strategy incorporated in the 1948 Master Plan threatened to strangle the region in traffic, to destroy the financial viability of the transit system, to dislocate many thousands of families and hundreds of businesses, and to do irreparable harm to many of the most valuable neighborhoods and open space resources in the region. By accelerating the decline of transit service, moreover, it threatened great harm to those groups in the population that are most dependent on transit for their mobility -- the elderly, the low income, the handicapped, and the young.

Thus, the time has come to right the balance in transportation policy for the Boston region.

The central tenet of the transportation policy that I find appropriate for the area inside Route 128 is that future investment must concentrate overwhelmingly upon the improvement of public transportation. Many of the investments that will be called for by this strategy will be highway investments, but they too should contribute to the effective utilization of transit for access to the regional core. Some of these investments will be special purpose facilities and dedicated lanes for buses -- along, where appropriate, with other high priority vehicle types, such as trucks and emergency vehicles. Some will be for improved arterial connectors providing more convenient access from major highways to transit stations. Some will be for parking facilities at

transit stations. Some will be for traffic operations improvements, particularly those designed to give buses, trucks and emergency vehicles preference in congested traffic corridors.

Thus, we need a combination of transit and highway investments. These investments should be planned in concert, however, to facilitate the implementation of a unified transportation policy.

We will, of course, continue to use and improve the existing street and highway system of the region. I recognize that most trips in the region will continue to be by motor vehicle. We shall improve this existing system, moreover, wherever it is possible to do so at acceptable cost -- in terms of environmental and social disruption as well as dollar cost. But we shall give the highest priority within the framework of available resources to those road and parking improvements that will contribute to the unified policy that I am announcing today.

If we are to succeed in stabilizing the level of highway travel, so that we can utilize the existing street and highway network with optimal effectiveness, it is essential that we employ the most effective lever available for the limitation of traffic demand -- parking policy. If we continue to increase the supply of parking at major activity centers in the regional core, we shall severely undermine the strategy of accommodating future travel demand increases by transit.

Thus, I am calling for a freeze on the total supply of parking in downtown Boston and at Logan Airport. As the freeze will apply to the total number of parking spaces, it will leave

substantial flexibility with respect to the relocation of parking supply -- from on-street to off-street facilities, for example. The freeze is not intended to apply to residential spaces (as downtown residents are not major contributors to peak hour congestion) nor to parking facility additions that are already contractually committed (such as the parking component of the South Terminal at Logan Airport).

Finally, I shall recommend a transportation local aid package to the General Court -- one intended to encourage balanced transportation throughout the Commonwealth and at the same time to provide needed property tax relief to local citizens. The main components of this local aid package are as follows:

(a) state assumption of 50% of the net cost of MBTA service, (b) enactment of regional transit legislation for the other urban areas of the Commonwealth, with a similar provision for 50% state sharing of net cost of service, and (c) a near-quadrupling of the Chapter 90 program of local highway aid, with the increase to be distributed only outside the MBTA district. The total package is designed to provide assistance equitably to all portions of the Commonwealth. It recognizes that the primary need is for transit assistance within the MBTA region, but that the largest dollar needs will continue to be for highway purposes elsewhere in the Commonwealth.

HIGHWAY DECISIONS

Following my determination in December 1971 that no further effort should be made to design expressways for the

accommodation of peak hour general-purpose traffic demand, BTPR planners developed several plans for mini-expressways that were indeed far more appropriate to the transportation needs of the region than the larger expressways for whose reexamination I had called in 1970. If designed and managed so as to minimize disruption and competitiveness with the transit system, they could have provided some genuine benefits.

They were also extremely costly, however. With one exception, I find that the costs inevitably associated with these facilities would have exceeded their benefits. The costs I have in mind are not simply dollar costs, though these would have been extremely great. Even more significantly, I have borne in mind the impacts that construction of these facilities would have upon the social, economic, and environmental fabric of the region. The Southwest Expressway, for example, would have involved running an elevated highway through the Fowl Meadow, a major water resource, wildlife sanctuary, and recreational open space facility. It would also have involved the further dislocation of about 370 families and 800 jobs. Finally, it would have involved overruling the clear preference of most elected officials and private citizens in the Southwest Corridor who have made their views known.

The one exception that I have made to this finding that we cannot sustain additional expressway construction within Route 128 is a two-lane special purpose road, including a tunnel, from the South Station area to Logan Airport. This facility will be open solely to buses, airport limousines, taxis, trucks,

and emergency vehicles. Its purposes will be to encourage passenger access to Logan by means other than the private automobile, and to facilitate goods movement. It will not involve the taking of any homes or public open space. It will involve the relocation of only one business. I find it essential to the larger transit and highway management strategy that I am today recommending for the region.

In order for the bus/truck tunnel to achieve its full potential, it is essential that three related developments occur. First, a high-quality bus and limousine service must be developed to provide rapid, frequent, and comfortable service from a number of pick-up points distributed conveniently throughout the region to Logan Airport. I shall look to the Port Authority to develop this service, and to finance both the rolling stock and satellite terminal facilities that will be required. Second, parking facilities will have to be developed at a number of the satellite terminal locations. I shall look to the Department of Public Works, drawing upon available Federal aid, to develop these facilities. Third, a freeze must be placed on Logan parking supply. It is essential that future parking investment intended to serve the airport be distributed at convenient locations well-removed from the core rather than at the Airport itself. The freeze that I propose is not, of course, intended to preclude the reorganization of parking arrangements within the Airport, nor is it intended to apply to projects that are contractually committed today.

In addition, the implementation of this project will

require Federal agreement to finance it on a 90-10 matching basis, and a guarantee to bondholders in the existing Sumner and Callahan Tunnels that their investment will not be impaired.

It is possible that Federal financing will require a technical amendment to Federal highway legislation. At the present time, a busway can be financed on a 90-10 basis, but there is no provision in current Federal law for the financing of a special purpose facility open as well to trucks and emergency vehicles. I believe that the facility I propose can be adequately justified for Federal financing on the basis of projected transit use alone, but truck and emergency vehicle utilization of the facility does seem likely to require legislation. I am optimistic that this will be viewed in the Congress as a technical amendment to the existing busway provision rather than as a major policy change.

State legislation will be required to eliminate the current prohibition on construction of an additional harbor crossing within one mile downstream of the existing Sumner and Callahan Tunnels. It is unclear at this time whether the outstanding revenue bonds on these tunnels will have to be refinanced (which would require legislation), or whether an agreement with the bondholders can be negotiated. It does seem certain, however, that the financial viability of the Sumner and Callahan Tunnels will be unimpaired, and that, consequently, there will be no taxpayer cost of the financial arrangement that is eventually determined.

I would hope to have the Turnpike Authority design,

construct, and operate the new tunnel under contract with the Department of Public Works. The efficiency and experience of the Turnpike Authority in this field should be fully utilized as the project goes forward.

In addition to the bus/truck tunnel, I believe that a number of highway improvements of a non-expressway nature are called for within Route 128. Those that have been clearly identified by the Boston Transportation Planning Review are listed on the table on page 41 and involve an aggregate cost of more than \$100 million. This figure should be added to the \$200 million cost estimate for the special purpose tunnel to Logan Airport and to the approximately \$100 million that DPW will spend on parking and traffic management projects within Route 128 during the remainder of this decade.

I am deferring decision at this time on a project idea that emerged during the later stages of the BTPR itself. This proposal would involve depression of the Central Artery and construction of a rail connection between North and South stations. While further analysis is required, I have seen enough of this proposal to judge that it merits the most serious consideration. I am directing that a more detailed study be conducted in the coming months of its probable benefits and costs.

The Central Artery project (which has an estimated cost of \$280 million, of which \$80 million would be for the rail connection) would greatly improve the attractiveness of downtown Boston upon its completion; it would provide substantial traffic benefit;

and the rail connection would be of significant benefit to commuter rail patrons. We must carefully examine the following questions, however: whether it is worth its high dollar cost; whether the traffic disruption that would occur during the six year construction period can be held to acceptable levels; and whether the expanded highway would compete with the improved transit system that I believe must be the centerpiece of our transportation policy. I believe as well that the decision on this project should be made only after there has been opportunity for the kind of full citizen participation that has marked the Boston Transportation Planning Review.

I hope that the Central Artery analysis will proceed with sufficient rapidity to permit a more definitive conclusion during 1973.

TRANSIT

In 1971, I worked with the MBTA and key legislative leaders to secure authorization of a major bond issue, intended primarily for modernization of the existing rapid transit system. That program has begun within recent months to produce large Federal commitments to the funding of vitally needed capital investments, and contracts with vendors for the implementation of these projects.

I am today recommending a vast enlargement of the transit investment program that we have begun to implement this year. Together with the modernization projects authorized in the 1971 bond issue, they constitute a total transit investment program in the range of \$1.3 billion. Of this total, nearly \$600 million involves modernization of the existing commuter rail and rapid transit systems. The remainder is for new or relocated rapid transit lines and for extensions of existing lines. All cost estimates are in terms of 1972 prices.

I am optimistic that all of these projects will be eligible for 2/3 Federal funding, and hopeful that Congress will increase the Federal matching ratio within the next year or so. I shall be extremely active in the Federal arena to bring this about, and to increase the total level of Federal transit assistance that is available nationwide.

On the basis of current Federal aid levels, the total program recommended today should take about 15 years to get fully under contract and 18 or 20 years to complete. I am hopeful that increased Federal aid will permit cutting this time span by five to eight years. In the meantime, we shall have to make some hard

phasing decisions as to which projects are implemented earlier, which later, in the total program.

The dollar totals cited above are exclusive of investments by the Department of Public Works that I expect to be undertaken primarily or exclusively for transit purposes. These include the special purpose bus/truck tunnel to Logan Airport (\$200 million) and at least \$100 million for access roads and parking facilities at transit stations and satellite air terminals.

The entire transit improvement program is summarized in the Table on page 15 and discussed in the following paragraphs.

The results of the BTPR analysis clearly indicate that the Southwest Corridor has the greatest overall need for investment in improved transit service. Transit investments are urgently needed in this corridor, both to provide improved mobility for the residents of the Southwest area and to spur the renewal of the land which has been cleared for the Southwest Expressway. The early provision of transit service in this cleared land area has been identified as a key component of the program for revitalizing this area. In addition, with the relocation of the Orange Line from the Washington Street Elevated to the cleared land corridor, it is clear that a replacement service must be provided for the South End, Roxbury, Dorchester, and Mattapan. I place the provision of both of these services as high priority items in the expanded transit program.

While there is no question among any of the participants as to the need for the two services set forth above, questions still remain as to the specific design of the facilities to provide

COST OF RECOMMENDED TRANSIT INVESTMENTS (Millions of Dollars)*

PROJECT	Low Estimate	High Estimate	EXPLANATION OF RANGE
1. Modernization Projects Authorized Under 1971 Bond Issue.	243	243	---
2. Modernization Projects for Rapid Transit and Bus Service in Addition to Those Authorized Under the 1971 Bond Issue.	250	250	---
3. Commuter Rail Modernization.	70	70	---
4. Red Line Extension from Harvard Square to Alewife or Arlington Heights.	112	200	Remaining issues: should there be stations at Porter Square, Davis Square, and Arlington Heights? how much deep bore construction, as opposed to cut and cover?
5. Relocated Orange Line from South Cove via Forest Hills to both Needham and Canton.	172	240	Should the section from Ruggles Street to Forest Hills be on the existing Penn Central embankment or be depressed?
6. Replacement Service for the Washington Street El through the South End, Roxbury and Dorchester to Mattapan.	106	274	How much of the system should be underground?
7. Inner Circumferential Transit Line.	112	254	Which rapid transit technology should be used? how much of the system should be underground?
8. Blue Line Improvements in East Boston and Revere.	10	10	---
9. Red Line Extension from Quincy Center to South Quincy.	10	10	---
10. Green Line Extension from Lechmere to Somerville (under study).	26	26	---
TOTALS:	1,111	1,577	

* These figures do not include the cost of the bus/truck tunnel to Logan Airport (\$200 million) or the cost of parking facilities and access roads at transit stations that will be constructed by the Department of Public Works (roughly, \$100 million).

the services. With respect to the relocated Orange Line, there is a question as to whether this service should be provided on the existing Penn Central embankment or should be depressed. There is no question that a depressed facility would in the long run provide a service more compatible with the environment of the area. However, the depression of this facility will cost approximately \$60 million more than if the embankment were used, and there is a question as to whether this is compatible with the most rapid possible revitalization of the cleared land. In the replacement corridor, the questions revolve around whether the transit service should be provided on surface streets, similar to the service on Commonwealth Avenue, or whether it should be in a subway. With regard to these issues, I feel that an additional two months is needed for technical analysis and consultation with the communities most affected. Therefore, while I am today recommending the provision of these two services, I am deferring for two months my specific design recommendations for these two projects.

Throughout the region, transit investments which extend existing lines to the perimeter of the high density zone and to connections with major highways appear to be exceptionally cost effective in terms of the transit service they provide to the residents of the region and their effect on auto commutation to the core. Recommendations for extensions of this type include the Red Line to Route 2 at Alewife, the Orange Line to Route 128 in both Needham and Canton, the connection of the Blue Line to Route 1 via the Revere Beach Connector, and the Red Line Extension from Quincy Center to Route 128 in South Quincy.

Two other rapid transit extensions are under investigation by the BTPR. These are the further extension of the Red Line from Alewife through Arlington and Lexington to Route 128 and extension of the Green Line from its present terminus at Lechmere to Ball Square in Somerville. Inasmuch as the analyses in the Northwest Corridor have not been completed, I will defer at this time recommendations on these two projects.

The BTPR has confirmed the finding of previous studies that a key limiting factor in our present transit system is its distributional capability, particularly in the Central Area. The BTPR has produced an innovative and exciting proposal for circumferential transit, which would increase the effectiveness of our entire transit system by providing for much needed circumferential movement around the downtown as well as better distribution within the downtown. I am recommending that this concept be pursued and that more detailed engineering and feasibility studies be undertaken by the MBTA.

In the setting of priorities for improving and extending our transit system, recognition must be made of the essential nature and high priority of a number of catch-up projects not involving new transit routes, but rather such items as new maintenance facilities, rolling stock replacement, and station modernization. The need for this modernization is well recognized and is being vigorously pursued at the present time by MBTA; therefore, my recommended program contains an additional \$250 million for the continuance of this program over the period to 1985. A component of a modernization program not included in the above is the

refurbishing and restoring of the extensive commuter rail system, which this region can no longer afford to neglect. We simply cannot allow this valuable asset to deteriorate further. It is a critical component of an overall transportation program to meet the transport needs of today as well as the future. Therefore, I am recommending an intensive, five-year, \$70 million commuter rail improvement program.

LOCAL AID

Having reviewed the major capital investment needs of the MBTA, it is essential to recognize that a vital transit system requires more than capital investment. It also requires a stable and equitable structure for the financing of operations. The MBTA was almost brought to a standstill by a political dispute over the issue of finance last summer, and transit service is rapidly disappearing from the Commonwealth's other urban areas than Boston in the absence of a clear public policy for its support.

Following adjournment of the Legislature last summer, I appointed a Special Executive Recess Commission on the MBTA, chaired by the Secretary of Transportation, Alan Altshuler. A list of the entire membership of the Recess Commission is attached.

The Recess Commission has not yet reported, but I have kept fully informed of its deliberations. It has recognized, moreover, that its perspective on overall state needs is not sufficiently broad for it to determine what the state can afford. Thus, having provided me with the varying views of its members, it has been awaiting a communication from me with respect to the level of state financing that I consider feasible before completing its deliberations. I hope that the Recess Commission will find these recommendations responsive to its deliberations.

My recommendation is that the state adopt a three-part local aid package in the field of transportation.

The first part, and that most relevant to the Boston region, is that the state should assume 50% of the MBTA net cost of service, across the board. Debt service and the operating commuter rail deficit, two categories of cost that are now borne primarily by the state, should be treated exactly as all other cost items. Commuter rail, rapid transit, and bus services are all part of a single integrated system. Capital investment and operating costs should likewise be viewed together when decisions about financial priorities have to be made. The MBTA Enabling Act recognizes the financial unity of the system, and thus defines the "net cost of service" as including all those costs that are borne by taxpayers rather than out of farebox revenues.

The Recess Commission has considered and rejected the alternative of having increased state aid focus on particular cost categories. One plausible approach was to concentrate state aid on express service, leaving the total cost of local service to be borne by local taxpayers. Recess Commission members feared that such a policy might lead to a severe curtailment of local service. They noted that local service brings patrons to and distributes from the express service system. Thus, the two types of service are integrally related. Second, they noted that local service is particularly important to the most transit-dependent groups in the population, those who rely upon transit for their shopping, medical, and social trips as well as for their commutation trips. It would be ironical indeed if a formula for increased state aid led indirectly to a curtailment of those services most needed by the

most transit-dependent groups in the region.

In short, I find that the regional transit system should be viewed as a unity for planning and financial management purposes, and I believe that the state-local partnership should extend to each of these categories of cost equally. Recognizing that the transit system provides major direct benefits to residents of the Boston region as well as indirect benefits to all citizens of the Commonwealth, I believe that the 50-50 division of financial responsibility is as equitable as any that can be devised. I hope and trust that it will provide the basis for a long-term settlement of the dispute over what portion of the MBTA net cost of service should be borne by the state.

During the most recent year for which complete data are available, Calendar 1971, the state bore 22% of the net cost of MBTA service. Thus, implementation of the formula that I recommend will more than double the state share. The added cost to the Commonwealth (over and above the 22% level) should be in the range of \$29-31 million for Calendar 1973. It is estimated that the total state share of the Calendar 1973 net cost of service under this plan will be \$51-53 million.

If the state is to bear such a large, general, and continuing responsibility for the net cost of MBTA service, some new mechanisms will be necessary to ensure that MBTA financial needs are evaluated within the framework of overall state priorities. It will also be essential to guarantee that the crisis of last summer, in which a shutdown of the regional transit system was

threatened, will not be repeated. To achieve these objectives, I shall recommend to the General Court that the following pattern of organization for review of the MBTA budget should be adopted:

- ... the Legislature should provide broad authority, within a fixed dollar limit to be established annually, for the Executive Office of Administration and Finance to enter into contracts for financial assistance with the MBTA (similar to current capital and commuter rail assistance);
- ... the MBTA budget should pass through the Executive Branch and be subject to itemized reductions by the Governor prior to being submitted to the Advisory Board for approval. The proposed procedure would be identical to that for handling Executive agency budget requests before their submission to the General Court, except that no additions by the Governor would be permitted.
- ... The Advisory Board should be empowered to restore budget cuts made by the Governor, but such increases should not be eligible for state assistance.
- ... The Advisory Board's power to reduce the MBTA budget should be curtailed. Its authority should be sufficient to enable it to press the MBTA effectively to keep its costs under tight control. But it should not have the power to shut down the system. My recommendation is that the Advisory Board be

empowered to veto spending increases only when these bring the MBTA budget to the level of the previous year plus the rate of increase in the Consumer Price Index for the most recent twelve months as of the time that the budget is submitted. It may be appropriate to allow an additional 2% in recognition of the fact that transit service costs seem inescapably to rise more rapidly than the Consumer Price Index as a whole. They have actually risen about 6-7% faster in recent years.

Overall, these new budgetary review mechanisms would provide: (a) an independent and professionally staffed executive review of MBTA budget submissions, designed to keep a tight rein on MBTA cost increases, (b) concurrent veto authority over MBTA cost increases by both the state and local financial partners in bearing the net cost of MBTA service, and (c) a guarantee that the region will not again be faced with the threat of an MBTA shutdown as a lever in disputes between the Commonwealth and local governments.

These proposals with respect to the MBTA constitute the first part of my recommended local aid transportation package. The second part is passage of a Regional Transit bill along the lines of that which I have recommended to the General Court for the past two years -- with one major addition. The addition is that regional transit systems should be eligible for 50% state participation in their net cost of service on identical terms with the

MBTA. The estimated first year cost of this recommendation is \$1 million.

Part 3 of the proposed local aid package is a major increase in the Chapter 90 program of local highway aid, to be funded from the Accelerated Highway Program. The local aid highway package should consist of three parts:

- (a) a new program combining the present Chapter 81 and Chapter 90 programs, to be funded at the current combined level for these two programs of \$10.75 million. These funds should be distributed on the basis of the current or a slightly modified Chapter 90 formula throughout the state. The Secretary of Transportation and Construction and the Commissioner of Public Works are currently working with a representative committee of local highway officials on a review of the Chapter 90 formula to see if some modifications would be appropriate. I look forward to receiving the product of this review by the first of the year.
- (b) a further program adding \$30 million a year for local highway assistance, to be distributed only to those communities outside the MBTA region. Aside from the limitation to communities outside the MBTA district, these funds should be distributed in accord with the same formula as (a).
- (c) a supplemental program to ensure that no city or town in the MBTA district receives less than its

current allocation under the Chapter 81 and Chapter 90 programs, and that no city or town outside the MBTA district receives less than twice its current allocation.

Under the current Chapter 81 and Chapter 90 programs, the state share is 50%, with the county being responsible for 25% and the city or town being responsible for the other 25%. On the basis of consultations with local highway officials, I have come to the conclusion that county participation should be eliminated, with the state share increasing thereby to 75%.

The local highway aid program here recommended can be supported for at least the next decade, even with a 3-5% annual rate of increase to keep up with inflation, from the debt service portion of the Highway Fund with no increase in taxes. This estimate takes full account of other likely demands upon the Highway Fund.

The objective of the entire local aid transportation package is to recognize the varying transportation needs of different regions of the Commonwealth. Within the MBTA district, the primary need at this time is for transit investment and for assistance in financing the net cost of MBTA service. Elsewhere in the Commonwealth, there is also a need for transit assistance, but the primary investment emphasis will continue to be on highways.

Recognizing these varying needs, the package is designed to provide both transportation assistance and property tax relief equitably to all portions of the Commonwealth. The highway

portion will, of course, be funded from highway user revenues, while the transit portions of the package will have to be financed from other revenue sources. Statewide, the total first year increase in local aid that this package will entail is about \$60 million.

MEMBERSHIP
of the
GOVERNOR'S COMMISSION TO EXAMINE THE FINANCING AND ORGANIZATION
OF THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

CHAIRMAN ALAN ALTSHULER, Secretary of Transportation and
Construction, Commonwealth of
Massachusetts

SENATOR EDWARD L. BURKE

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MAYOR KEVIN H. WHITE, City of Boston

CITY MANAGER FRANCIS J. McGRATH, City of Worcester

PROFESSOR JOHN F. COLLINS, Former Mayor of Boston

CHAIRMAN HENRY S. LODGE, MBTA

PROFESSOR THEODORE S. BACON, JR.

MR. GEORGE BAILEY

MR. WILLIAM L. FOX

MR. FRANCIS X. MEANEY

MRS. MARCIA MOLAY

MR. CHARLES TURNER

TRAFFIC MANAGEMENT AND PARKING

The region within Route 128 has an enormous street, highway, and parking network currently in place. We have reached the point at which major additions to this network are incompatible with the overall transportation and quality of life needs of the region. Thus, it is essential that we manage the existing network with far greater care than hitherto, striving above all to ensure that it serves and complements rather than competes with the regional transit system.

The primary objectives of the region's traffic management and parking strategy should be to discourage the use of the automobile for peak hour commutation and to provide very high quality service to those types of traffic that are (i) essential to the social and economic life of the region and (ii) non-susceptible of diversion to the rail network. In considering strategic options, it should be kept in mind that the congestion problem is essentially one of weekday peak periods -- two or three hours a day in each direction. For the most part, our existing highway network is capable of providing quite good service during off-peak periods into the indefinite future.

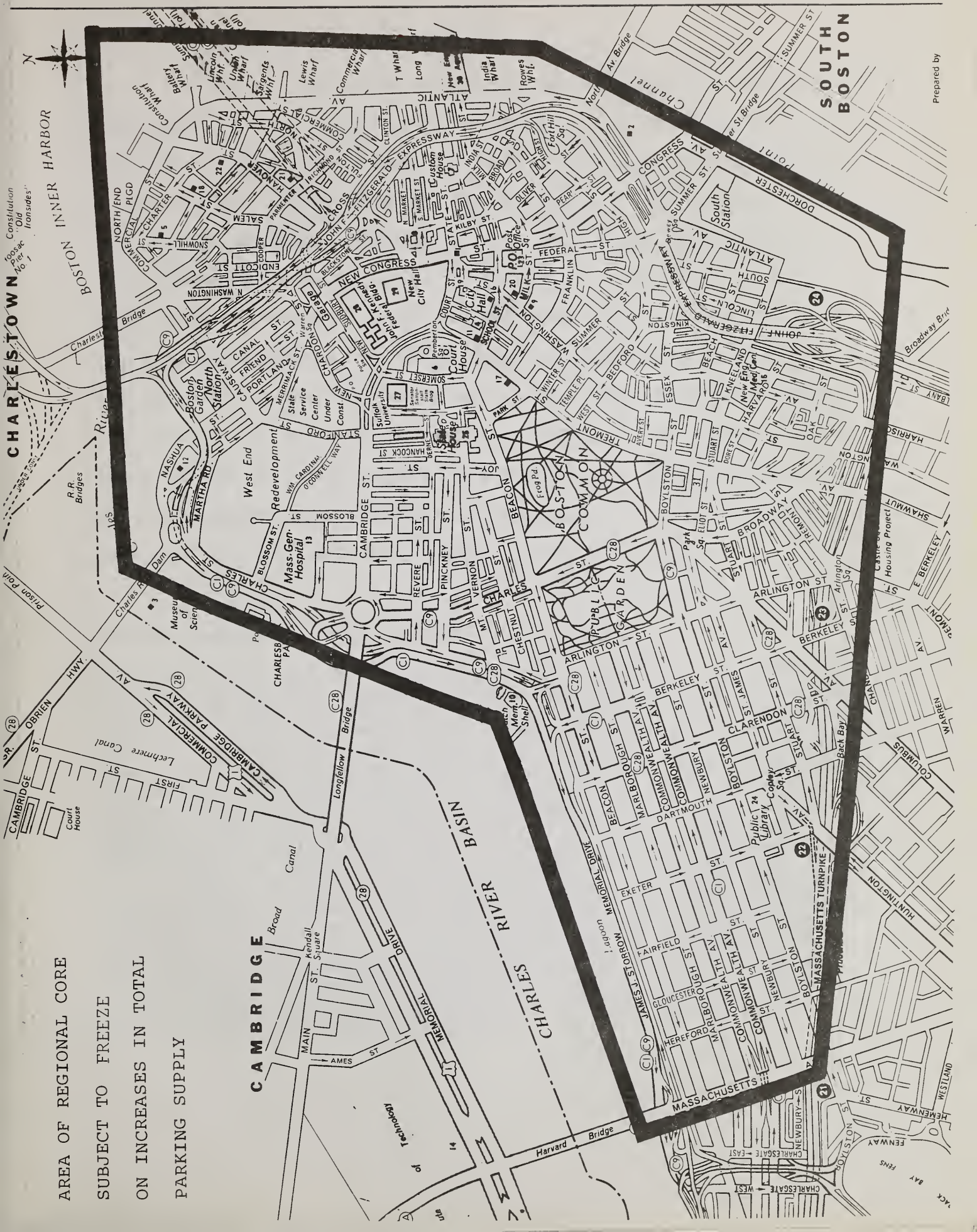
The kinds of peak hour trips that are most essential to the region and not amenable to service by rail transit are cargo trips, trips by rubber tired transit vehicles, and urgent trips for reasons of public health and safety. Those trips in the last category are most notably those by fire engines, ambulances, and police cars. In some circumstances as well, it may be appropriate

to give priority to high occupancy automobiles (carpools), on the ground that in a situation of limited supply they enable the public road investment to provide high quality service to a greater number of people than does a system which fails to discriminate between single-occupant and high-occupancy vehicles. Proposals to give carpools preference in peak hours require very careful evaluation, however, because those whose working hours are sufficiently regular to permit carpooling tend to be prime candidates for transit use.

The major components of the region's traffic management and parking policy, in my view, should be the following: (a) the development of special lanes and other traffic operations techniques intended to provide free-flow service for trucks, buses, airport limousines, emergency vehicles, and other high priority vehicle types that may be identified on as many major arteries as possible in the region, during peak as well as off-peak periods, (b) a freeze on the creation of additional parking capacity in downtown Boston (see map) and at Logan Airport, except as new spaces are offset by the elimination of existing (particularly on-street) spaces and as their location is determined in consultation with the Joint Regional Transportation Committee,* and (c) parking limitations of perhaps a less stringent nature outside the "freeze" zone but within several miles of downtown.

* The Joint Regional Transportation Committee is the Federally recognized successor to the Working Committee of the Boston Transportation Planning Review. It is the product of an interagency agreement that currently includes the Executive Office of Transportation and Construction, the Metropolitan Area Planning

CHARLESTOWN
Boston Harbor
Boston Inner Harbor



AREA OF REGIONAL CORE
SUBJECT TO FREEZE
ON INCREASES IN TOTAL
PARKING SUPPLY

Prepared by

I do not think that this strategy can be fully implemented overnight, but it should be implemented to the extent feasible in the near future, and it should become a key policy guideline for transportation planning in the Boston region. The special bus lane on the Southeast Expressway is a significant application of the recommended strategy that is already in operation. I hope that it can be developed into a permanent, all year round, facility. The interim management strategy recently announced for I-93 on the approach to the Central Artery, to go into effect next year, will be another application of this strategy. The proposed bus/truck tunnel to Logan Airport is a third. The identification of other management opportunities in the region should be a prime task of future transportation planning in the region.

Footnote continued from page 10:

Council (MAPC), and the Department of Public Works. The MBTA is expected to become a signatory within the next several weeks, and it is hoped that the Massachusetts Port Authority will eventually become a signatory as well. The Federal Department of Transportation has recently required that a unified transportation planning grant application be submitted annually for each urban region in the nation. This application for the Boston region must be developed jointly by the signatory agencies in close consultation with the Joint Regional Transportation Committee. Similarly, capital grant applications must be consistent with comprehensive plans that have been developed in consultation with the Committee.

Thus, though new and somewhat ad hoc, the Joint Regional Transportation Committee is a very important body. Its membership is composed as follows: (a) all members of the transportation committee of MAPC, (b) the state Secretaries of Transportation and Construction, Communities and Development, and Environmental Affairs, and (c) seven private citizens, who have been designated by the Secretary of Transportation and Construction after consultation with the President of MACP.

The proposed freeze on the total parking supply in downtown Boston and at Logan Airport has two significant qualifications. It is not intended for the freeze to apply to residential parking spaces, nor to spaces that are currently under construction or contractual commitment. The residential exclusion is based on the judgment that downtown residents place very little peak hour burden on the highway system. The exclusion of spaces that are contractually committed is intended to minimize the inevitable pain that transition to a new policy entails for some of those who have made plans based on previous policies.

I do not believe that parking restrictions should be confined to the very limited downtown area delineated on the attached map. A decision on the types and degrees of limitation that may be appropriate for other sub-areas within several miles of the core must await completion of the master parking study that is currently being conducted by the Department of Public Works in consultation with the City of Boston and other public bodies.

I am pleased to report that preliminary consultations with Mayor White have produced general agreements on the approach to parking policy here outlined. I am hopeful that he and I will be able to reach agreement in the near future on a legislative package to facilitate implementation of a comprehensive parking policy for the Boston region, including the downtown freeze. In the meantime, I will expect state agencies to be guided by my policy as they consider state-aided or state-regulated investments in parking facilities and/or access roads to parking facilities.

I hope that the Massachusetts Port Authority will agree to the freeze on future parking development at Logan as part of my overall package providing for Federal and state financing of the bus/truck tunnel to Logan Airport and of parking facilities for Logan employees and patrons located around the Route 128 periphery. I am likewise hopeful that the Port Authority will agree to take primary responsibility for the proposed bus/limousine service to Logan Airport.

DEVELOPMENT OF THE SOUTHWEST CORRIDOR CLEARED LAND

The decision not to build an expressway in the Southwest Corridor necessarily brings with it the need to implement a program for the sound and sensitive redevelopment of the cleared land in the corridor and for the equitable treatment of those who have been affected by the demolition in the corridor.

I shall appoint a Southwest Corridor Development Coordinator who will be accountable to me and responsible for the following basic actions:

- ° Management of the design of the arterial street
- ° Immediate disposition of DPW-owned land south of Forest Hills
- ° Supervision of an inter-agency process for the formulation of detailed plans for the disposition of cleared and other DPW-owned land north of Forest Hills under a transportation and land development program

- ° Management and maintenance of the state owned land in the corridor through the development period
- ° Relocation and construction, where necessary, of replacement housing for those displaced by the arterial who have not yet been relocated
- ° Immediate execution of interim improvements in the corridor, including the development of open space on cleared land

The Development Coordinator will work closely with the Offices of the Governor and the Mayor of Boston. In this regard, Mayor White and I have agreed to work cooperatively to develop this devastated corridor into an asset for Boston and the region. The state and the city will both provide staff resources for the development effort. Each of us will assign a senior staff member within our respective offices to act as liaison between us and with the Coordinator.

There are a number of agencies at the state and municipal levels which have direct interests in and responsibilities for the formulation and execution of development plans in and affecting the corridor. These agencies include at least the following:

State Department of Public Works -- Design activities for urban arterial, including continuation, at appropriate level of detail, an analysis of social, economic, and

environmental impacts, conduct of design hearings, etc.; construction of arterial; land disposition actions, etc.

Massachusetts Bay Transportation Authority -- Design and construction activities for Relocated Orange Line (Back Bay station to Forest Hills) and removal of elevated; joint development design at stations, etc.

Metropolitan District Commission -- Formulation and execution of recreation and open space plans in and affecting the corridor; maintenance of open space; etc.

Boston Redevelopment Authority -- Formulation of corridor plans (at level of detail required for Standard Loan and Grant application, including development of parcel boundaries, etc.); amendments to existing renewal plans (e.g., Campus High) where necessary under overall corridor plan; etc.

City of Boston -- Adequate police protection for the corridor.

The Development Coordinator, working with the liaisons from Offices of the Governor and Mayor, and with relevant Secretaries from the Governor's Cabinet, will take immediate action to execute an inter-agency agreement which will govern the planning, design,

and development actions occurring over the next twelve-to-eighteen-month period. Agencies participating in this agreement should include those listed above as well as others (e.g., DCA, Model Cities, EDIC, etc.) who may perform functions in the development effort. The agreement should provide that signatory agencies will provide staff for the corridor development effort, and that such staff will be under the supervision and control of the Development Coordinator.

Each participating agency will also appoint a senior member who will act as an expediter of all development activities involving or affecting the respective agency. These agency representatives will form with the Development Coordinator a Steering Group will have general responsibility for working with the Coordinator and his development staff in the preparation and execution of plans and programs for the Southwest Corridor. The Steering Group will review the organization plan and on-going work program of the development staff and any consultants; assist the Coordinator, the Offices of the Governor and Mayor, and the relevant Cabinet Secretaries in the formulation of an appropriate budget and funding arrangements for all aspects of the development effort; and work closely with the Community Advisory Board (to be designated momentarily) in the provision of long-range and day-to-day policy guidance to the Development Coordinator and Staff.

The Coordinator and the Governor/Mayor liaisons will immediately appoint a Community Advisory Council, which will sit with the Steering Group and insure that relevant community groups

and interests are fully represented in the process of preparing and executing corridor development plans. This Council will include sub-committees for persons and interests basically north or south of Forest Hills. The Council will operate in terms of the precedent established by the Project Coordinating Committee and the Steering Committee established for the Boston Transportation Planning Review. No decisions will be reached through voting. Where the Group and Council reach consensus, among themselves and with each other, the Coordinator and his staff will abide by that consensus. However, where basic disagreement persists and consensus cannot be reached, the Coordinator will decide the issue after full discussion.

The essential function of the Advisory Council is to insure that the development process is open and broadly participatory, and that the full range of values affected by the corridor development effort are articulated and represented throughout the process.

Over the next twelve to eighteen months, the corridor redevelopment effort just outlined will provide a solid framework for the preparation and execution of plans for the restoration of the Southwest Corridor. During the year, the state administration will do all within its power to modify existing budgets and agency priorities in order to expedite redevelopment and rehabilitation in the corridor. The Mayor has pledged the same level of concern and effort on the part of the City. At the end of this initial period, specific responsibilities will be assigned to various state and city agencies participating in the redevelopment effort, and a judgment will be

made whether the Development Coordinator, a single agency, or a new Development Corporation should retain the responsibility for the management of the overall redevelopment program.

CONCLUSION

Today's decisions concerning highways and transit inside Route 128 should be viewed as part of the balanced transportation program that I have been developing for the entire state and indeed for the New England region. It is worth noting my firm and continuing commitment to those key transportation policies that I have previously announced:

- Joint action with other New England Governors and the Federal Government to make high speed ground transportation to New York City a reality
- My strong support of the proposed amendment to the State Constitution which would make it possible to tap state gasoline tax revenues for mass transit purposes
- A vigorous national effort to free up the Federal Highway Trust Fund so that states all over the country can have greater flexibility to use such revenues for the mix of highway and transit investments that they think best
- A limitation on the physical expansion of Logan Airport without curtailing its central importance as our only jetport, and an active MassPort program to minimize the noise impact of Logan operations, and a request that MassPort pursue a policy of compensation for the unique pain and suffering that those communities adjacent to the airport experience in consequence of Logan activities.

Finally, I wish to reemphasize my commitment to working with our cities and towns in an open and cooperative manner so that we can move forward in partnership toward the truly balanced transportation system that we seek. Partnership is indeed the keynote of what I am trying to achieve in transportation -- partnership between the state and the Federal Government; and above all, partnership between the people and their government. I am convinced that such partnership in transportation progress can be achieved. Today's decisions are a major step in that direction.

MAJOR CAPITAL PROJECTS

HIGHWAY FUNDS*

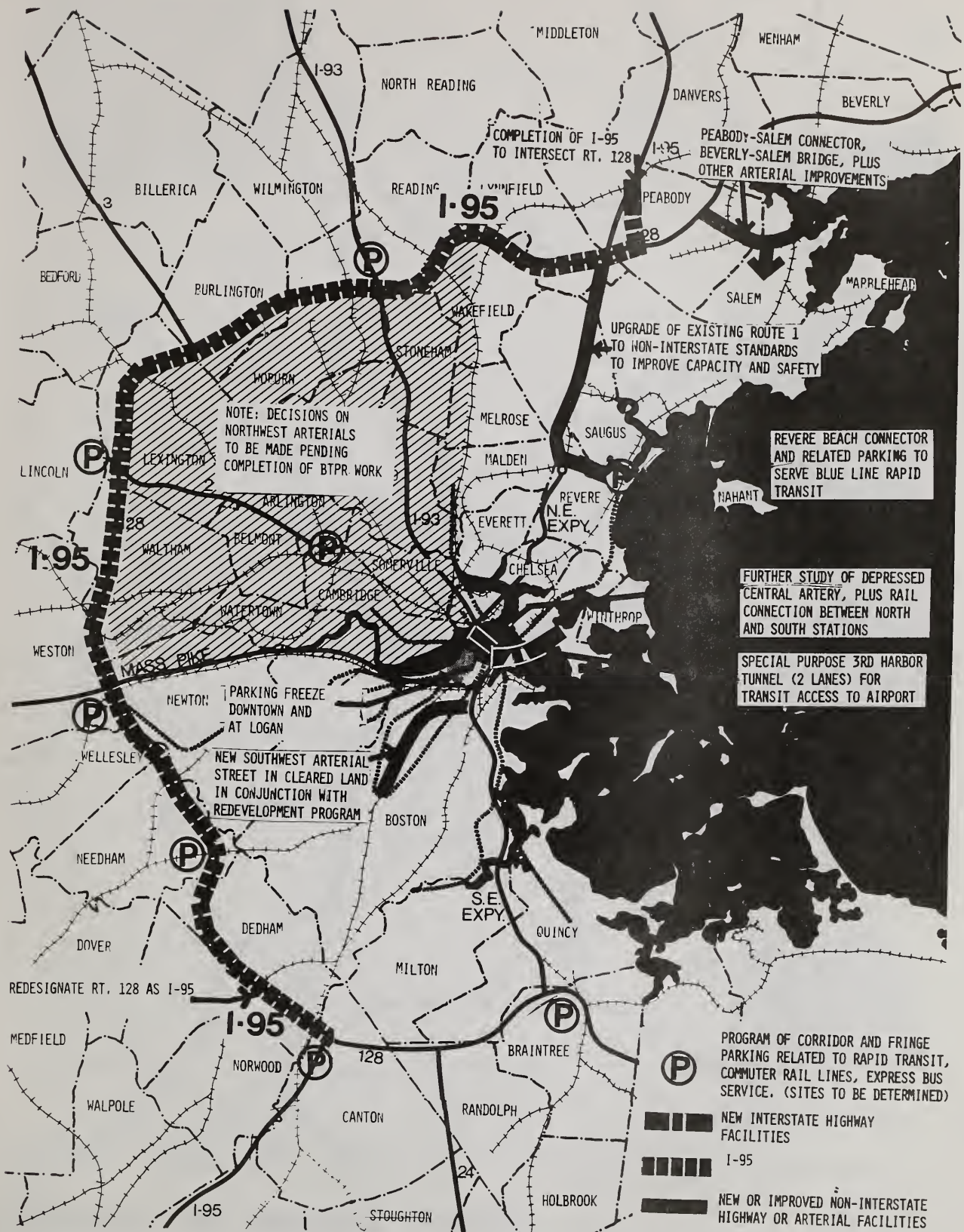
TRANSIT FUNDS*

Under Study		Recommended	
Recommended		Recommended	
<u>NORTH SHORE</u>			
Beverly-Salem-Peabody Connector	25	Blue Line Upgrading	10
Route 1 Upgrade	18		
Revere Beach Connector	20		
Wonderland Parking	5		
<u>NORTHWEST</u>			
Arterial Improvements to be determined pending completion of BTPR Northwest Study.		Red Line Extension from **Harvard to Alewife or Arlington Heights	112-200
		**Green Line Extension in Somerville(under study)	26
<u>SOUTHWEST</u>			
Arterial Street Improvements	20	Relocated Orange Line Back Bay to Forest Hills	72-140
		Forest Hills to Needham	40
		Forest Hills to Canton	60
		Replacement Corridor to Mattapan	106-274
<u>SOUTHEAST</u>			
Access and Parking to Red Line	17	Red Line Extension to South Quincy	10
<u>CORE/REGIONAL</u>			
Bus Tunnel	200	Circumferential Transit	112-254
Central Artery Improvements	20	Commuter Rail Improvement Program	70
Fringe Parking Program	100	Plant and Equipment Modernization	493
TOTALS:		*** \$1,111-\$1,577	

* All costs in 1972 dollars.

** Preliminary figures subject to final Northwest Study results.

***Possible future additions to this program include:(1)extension of Red Line from Arlington Hts. to Rte. 128,(2)A rail connection between North and South Stations,(3)commuter rail right-of-way acquisitions.



DECISIONS ON REGIONAL HIGHWAYS & ARTERIALS

BTPR RESTUDY AREA 0 1 2 3 4 5 MILES



GENERAL PROGRAM

1. COMMUTER RAIL IMPROVEMENT PROGRAM, INCLUDING ROLLING STOCK, RIGHT-OF-WAY, OPERATIONS, PARKING, ETC.
2. CORRIDOR AND FRINGE PARKING ALONG COMMUTER RAIL, RAPID TRANSIT LINES EXPRESS BUS TERMINALS.
3. STATE ASSUMPTION OF 50% OF MBTA NET COST OF SERVICE
4. PARKING FREEZE DOWNTOWN AND AT LOGAN
5. MANAGEMENT OF EXISTING HIGHWAYS TO ENCOURAGE TRANSIT UTILIZATION



DECISIONS ON REGIONAL TRANSIT

BTPR RESTUDY AREA 0 1 2 3 4 5 MILES

✓ ✓

NORTHWEST REPORT

1 Volume
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464 Pages
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 8. Linwood Field (Scannel Field)
 9. Spy Pond Field
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11. Wittemore Historic Park

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August, 1972

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04	11	B15	TIMING OF SO BRAINTREE EXTENSION	COOGAN	08/23/72
04	13	B24	WHETHER TO BUILD B-S BRIDGE	NO SHORE TEAM	08/25/72
04	11	B00	BEVERLY SALEM BRIDGE	NO SHORE TEAM	08/25/72

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04	36	B23	TRUCK WORK PROGRAM	PARKER	08/28/72
04	36	B23	TRUCK MOVEMENT STUDY	MADISON	08/28/72
04	27	B22	WESTERN INNER BELT	SZILASSY	09/03/72
04	11	B02	INTERSTATE REDESIGNATION	COOGAN	09/20/72
04	11	B15	TRANSIT PLANNING STRATEGY	COOGAN	09/25/72
04	11	B00	NW ENG PROGRESS NW CORR HWY IMPROVEMENT	SZILLASSY	09/26/72
04	41	B12	COMMENTS ON PRELIM CRIP DRAFT	ZELLNER	09/27/72
04	41	B12	COMMUTER RAIL & RAPID TRANSIT IN SW CORR	ZELLNER	10/00/72
04	39	B11	CORRECTIONS TO HARV ALEWIFE MEMO	SIMPSON	10/00/72
04	44	B22	RAILROAD TUNNEL	ZELLNER	10/03/72
04	39	B11	HARVARD ALEWIFE BASE MAPS	SIMPSON	10/11/72
04	41	B12	CRIP PRELIM DRAFT	ZELLNER	10/13/72
04	50	B21	MANAGED EXPRESSWAY CONCEPT	HANSEN	10/30/72
04	41	B12	ALT SERVICE PERCENTAGE	ZELLNER	11/01/72
04	41	B12	CRIP PROGRAM SUMMARY	ZELLNER	11/15/72
04	39	B11	ALEWIFE BROOK STATION PARKING	KIDSTON	11/21/72
04	11	B26	PARKING AS AN URBAN LAND USE	LEVINSON	12/05/72
05	11	B00	ISSUE PAPER	BTTPR STAFF	08/26/71
05	12	B00	NORTH SHORE NO EXPRESSWAY OPTION	BTTPR STAFF	09/00/71
05	13	B00	NO SHORE PHASE I SUMMARY REPORT	NO SHRE TEAM	09/00/71
05	11	B00	BTTPR APPROACH	BTTPR STAFF	09/07/71
05	11	B00	TRANSPORTATION PROBLEMS	ROUDEBUSH	09/13/71
05	19	B00	REVERE	MILLER	09/17/71
05	13	B24	B-S BRIDGE SCHEMATIC DESIGNS	HOPKINSON	09/17/71
05	13	B20	NORTH SHORE HIGHWAY ALTERNATIVES	LANE	09/20/71
05	13	B00	POTENTIAL PROG PKGS FOR NO SHORE	LANE	09/21/71
05	24	B00	EAST BOSTON	MILLER	09/21/71
05	13	B10	RANGE OF TRANSIT ALTERNATIVES	LANE	09/22/71
05	36	B00	ECONOMIC DEVELOP OF CAMBRIDGE	SIMPSON	09/28/71
05	11	B00	PUBLIC TRANSPORTATION	KILLINGER	09/28/71
05	36	B00	REVIEW OF SUBAREA	D SIMPSON	10/01/71
05	13	B00	PRELIM DEF OF ISSUES IN INNER NO SHORE	NO SHRE STAFF	10/12/71
05	25	B00	WORK ASSIGNMENTS FOR SW STAFF	KILLINGER	10/13/71
05	16	B00	FREE HARBOR CROSSING	HANSEN	10/18/71
05	16	B21	THIRD HARBOR TUNNEL ISSUES	MILLER	10/18/71
05	13	B10	SUMMARY OF NO SHORE TOPICS PLANS	MILLER	10/20/71
05	13	B10	SOME COMMENTS ON NORTH SHORE TRANSIT ALT	HANSEN	10/26/71
05	11	B10	BOSTON TRANSIT CRISIS	HANSEN	11/02/71
05	11	B00	PHASE II STUDY	STEINMAN	11/05/71
05	11	B10	PHASE II	STEINMAN	11/05/71
05	39	B00	PRELIM OBSERVA ON ALEWIFE FRESH POND	KLEIN	11/09/71
05	24	B15	AIRPORT TRAFFIC VERSUS TUNNEL TRAFFIC	MILLER	11/09/71
05	11	B00	INTERMODAL CORRIDORS	LOCKWOOD	11/22/71
05	11	B00	PHILOSOPHY & PLAN FOR AVOID TRANSPOR CRISIS	NICHOLAS	11/26/71
05	16	B21	THIRD HARBOR TUNNEL	LOCKWOOD	12/15/71
05	33	B15	INNER TRANSIT CIRCUMFER SUMMARY	MILLER	01/18/72
05	16	B21	THIRD HARBOR CROSSING	MARTIN	01/19/72
05	13	B24	BEVERLY SALEM BRIDGE	NO SHORE TEAM	01/19/72
05	11	B20	DEVELOPMENT OF AERIAL OBLIQUE PHOTOS	MARTIN	01/20/72
05	13	B10	POTENTIAL ELEMENTS FOR LYNN TRANSIT DEMO	LANE	01/27/72
05	12	B00	NO BUILD PRODUCT	HOPKINSON	02/14/72
05	24	B11	MBTA BUS SERVICE AT LOGAN	MARTIN	02/18/72
05	33	B15	FORD MOTOR CO PRT SYSTEMS	MILLER	02/18/72
05	24	B15	MBTA BUS SERVICE AT LOGAN	MARTIN	02/18/72
05	33	B15	TRAFFIC GENERATORS IN CAMBRIDGE CIRCUM COR	MILLER	02/21/72
05	25	B00	GOALS OF SW CORRIDOR	DIMANCESCO	02/26/72
05	13	B21	I-95 LYNN WOODS	JOHANSON	03/06/72
05	37	B22	ALT UNDER CONSID FOR WESTERN INNER BELT	ROUDEBUSH	03/07/72
05	37	B22	PRELIM FINDINGS ON WESTERN INNER BELT	ROUDEBUSH	03/07/72
05	14	B24	HWY ALT UNDER CONSID IN RTE 1 CORR	LANE	03/09/72

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05	33	B15 TRAFF GENERATORS IN BOSTON CIRCUM CORR	MILLER	03/14/72
05	33	B15 TRANSIT CIRCUMFERENTIAL	MILLER	03/21/72
05	14	B21 TRAFFIC LEVELS ON ROUTE 1	LANE	03/21/72
05	10	B00 WORK PROGRAM PROD AND NO SHORE EIS	LOCKWOOD	03/22/72
05	60	B11 TRANSP FACILITIES AFFECTING FENWAY	MILLER	03/23/72
05	11	B22 TASK FORCE ON HOUSING RELOCATION	LOCKWOOD	03/27/72
05	11	B00 JOINT DEVELOPMENT OPPORTUNITIES	LANE	03/30/72
05	14	B00 LAND USE INVENTORY FOR ROUTE 1/I-95	SANDERS	03/30/72
05	11	B00 PHASE II URBAN DESIGN	KILLINGER	03/30/72
05	14	B00 JOINT DEVELOP OPPORTUNITIES RTE 1 CORRIDOR	LANE	03/30/72
05	50	B00 URB DESIGN & PLANNING DESIGN SPEC SW CORR	KILLINGER	03/30/72
05	10	B21 I-95 LAND USE INVENTORY	SANDERS	03/30/72
05	14	B21 RTE 1 HWY IMPROVEMENTS	HOPKINSON	04/00/72
05	16	B21 THIRD HARBOR TUNNEL NO BUILD HWY ELEMENTS	MARTIN	04/00/72
05	33	B15 CIRCUM SERV AREA POTENTIAL RIDERSHIP	MILLER	04/03/72
05	33	B15 TRANSIT ALT UNDER CONSID IN CIRCUMFEREN CORR	MILLER	04/04/72
05	33	B15 CIRCUMFERENTIAL PRESENTATION	MILLER	04/10/72
05	11	B21 I-95 ALTERNATIVES	LANE	04/10/72
05	10	B21 I-95 COMPLETION ALTERNATIVES	MARTIN	04/12/72
05	33	B15 TRANSIT CIRCUMFERENTIAL	MILLER	04/19/72
05	16	B21 THIRD HARBOR TUNNEL	HOPKINSON	05/00/72
05	16	B21 THIRD HARBOR CROSSING ALTERNATIVES	MARTIN	05/03/72
05	16	B21 THIRD HARBOR ALTERNATIVES	MARTIN	05/03/72
05	15	B21 I-95 RELOCATED EXP ALTERNATIVES	MARTIN	05/08/72
05	50	B00 ADV & DISADV OF ALT I-95 ALIGN AT FOWL MEAD	SOUTHWEST TEAM	05/09/72
05	50	B00 SERV OBJEC WASH/WARREN/BLUE HILL CORR	MILLER	05/09/72
05	11	B00 AREA WIDE TOPICS REPORTS	HOPKINSON	05/10/72
05	24	B21 LOGAN AIRPORT TRAVEL STUDY	BARBER	05/15/72
05	11	B00 TRUCK OPERATIONS	HOPKINSON	05/17/72
05	16	B21 THIRD HARBOR CROSSING BRIDGE ALTERNATIVES	MARTIN	05/23/72
05	11	B02 JOINT DEVELOP AND REPLACEMENT FACILITIES	HANSEN	05/24/72
05	39	B00 SV/PARCEL PRESENT ON HAR ALEWIFE TUNNEL	SIMPSON	05/25/72
05	60	B05 TRANSP SYSTEM FOR NORTHWEST	SIMPSON	05/25/72
05	39	B00 STATUS OF ALEWIFE DEVELOP PLANS	SIMPSON	05/26/72
05	14	B00 BRIDGE MEMO VAN NESS BATES	HOPKINSON	05/31/72
05	50	B00 JOINT DEVEL IMPLICATION OF SW OPEN SPACE	LANE	06/12/72
05	50	B00 REPORT ON FOWL MEADOW	WOFFORD	06/15/72
05	11	B00 BRIEFING WITH EVERETT	HOPKINSON	07/05/72
05	15	B21 I-95 RELOCATED NO-EXP ALTERNATIVES	MARTIN	07/14/72
05	16	B21 THIRD HARBOR CROSSING MASSPORT BRIEFING	BTFR STAFF	07/20/72
05	50	B21 POTENTIAL MHFA ROLE IN SW CORRIDOR	LANE	07/26/72
05	40	B11 GREEN LINE SERVICE TO SOMERVILLE	HOPKINSON	10/18/72
05	29	B22 SOUTHWEST ARTERIAL SPECIFIC ACTIONS	LANE	11/09/72
05	50	B00 SOUTHWEST IMPLEMENTATION IF NO EXP BUILT	LANE	11/13/72
05	50	B00 SOUTHWEST CORRIDOR REDEVELOPMENT DETAILS	LANE	11/13/72
05	11	B22 EARLY ACTION ARTERIAL IMPROVEMENT PROGRAMS	HOPKINSON	11/13/72
05	11	B21 RIGHT-OF-WAY AND TAKINGS COST	SIMPSON	12/01/72
05	10	B24 B-S BRIDGE	HOPKINSON	01/19/73
05	60	B05 HWY TRAFF ANAL REQUIREMENTS NW ARTERIAL	SIMPSON	08/23/73
06	11	B05 DODOTRANS IMPLEMENTATION DOCUMENTATION	KARASH	05/05/71
06	11	B05 POP AND EMPLOY ADJUSTMENTS FOR TASK A	BARBER	09/07/71
06	11	B05 CORE AREA GROWTH PROJECTIONS	LOCKWOOD	09/15/71
06	11	B05 COMMON DEFINITIONS	HANSEN	09/20/71
06	11	B05 TRIP TABLES AVAILABLE	BARBER	09/22/71
06	11	B00 INTRO TO BTFR DATA GATHERING	MCCANN	09/23/71
06	11	B05 CENSUS DATA BY TRAFFIC ZONES	WEY	09/23/71
06	11	B05 REGIONAL TRAFFIC DATA	BREVARD	09/24/71
06	11	B05 REGIONAL TRAFFIC DATA	BREVARD	09/24/71
06	11	B05 SEMINAR ON METRO ECONOMIC GROWTH	BARBER	09/28/71
06	11	B05 1990 FORECASTS OF CORE EMPLOYMENT	BTFR STAFF	10/05/71

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06	11	B05	FUTURE POPULATION ESTIMATES	BARBER	10/22/71
06	11	B05	DEMOGRAPHIC LAND USE AND DEVEL DATA	MARTIN	10/22/71
06	11	BC5	DEMOGRAPHIC LAND USE AND DEV DATA	MARTIN	10/22/71
06	11	B05	SELECTED LINK ASSIGNMENTS FROM PMM MODEL VAL	BARBER	10/28/71
06	11	B05	1990 SELECTED LINK ASSIGNMENTS	BREVARD	11/09/71
06	11	B05	1990 PROJECTIONS AND POLICY SENSITIVITY	LOCKWOOD	11/10/71
06	11	B05	EMPLOYMENT FORECASTS	BARBER	11/11/71
06	16	B21	CROSS HARBOR TRAFFIC	BREVARD	11/16/71
06	11	B05	POP EMP INCOME CHANGES IN MODEL CITIES	MAHADY	11/18/71
06	11	B05	COST BENEFIT ANAL OF CAMBRIDGE INNER BELT	ZELLNER	11/22/71
06	11	BC5	ANAL OF EMRPP & TASK A TRAVEL FORECASTS	BARBER	11/30/71
06	24	B21	AIRPORT ACCESS IMPACT STUDY OBJECTIVES	LOCKWOOD	12/15/71
06	11	B05	CONFIGURATION OF INTERSTATE 93/695	MACMANN	12/20/71
06	11	BC5	1970 US CENSUS DATA BY BLOCK GROUP	HANSEN	12/23/71
06	11	B05	DAILY ANNUAL TOTALS FOR LOGAL TRAVELERS	MBTA	12/23/71
06	11	B05	TRAFFIC FORECASTING METHODS FIRST RND HWY	SYSTEM ANAL TEAM	01/03/72
06	11	BC5	1973 BASE HIGHWAY NETWORK	SYSTEM ANAL TEAM	01/03/72
06	11	B05	STATUS OF PMM SELECTED LINK OUTPUT	BREVARD	01/04/72
06	11	B05	STATUS OF PMM SELECTED LINK OUTPUT	BREVARD	01/04/72
06	11	B05	HWY ALTERNATIVES IN FIRST ROUND NETWORK ANAL	MACMANN	01/10/72
06	11	B05	CREATION OF TRIP TABLES FOR PHASE II ANAL	BARBER	01/11/72
06	11	B05	CREATION OF TRIP TABLES FOR PHASE II ANAL	BARBER	01/11/72
06	16	B21	GROUND TUNNEL FORECAST FOR LOGAN	BARBER	01/25/72
06	11	B05	FOURTH COUNT 1970 CENSUS INFORMATION	BARBER	01/26/72
06	11	BC5	BTPR ZONE SYSTEM	MACMANN	01/27/72
06	11	B05	BTPR ZONE SYSTEM	MACMANN	01/27/72
06	11	B05	FOURTH COUNT US CENSUS TABULATIONS	HANSEN	01/28/72
06	44	B13	RECOMMENDATION FOR SOMERVILLE SUPMKT ANAL	BREVARD	02/00/72
06	11	B05	HWY ISSUES IN FIRST ROUND NETWORK ANAL	WEST	02/03/72
06	11	B05	PRELIMINARY MODEL VALIDATION RESULTS		02/10/72
06	11	B05	RESULTS OF PMM SEL LINK OUTPUT FOR BS BRDGE	HOPKINSON	02/18/72
06	11	B05	TRAFFIC ASSIGNMENT	VOLPE	02/18/72
06	11	B05	CHANGES IN TRAVEL TIME	BARBER	02/21/72
06	11	B05	CHANGES IN TRAVEL TIME BY PRIV AUTO	BARBER	02/21/72
06	11	B05	CHANGES IN TRAVEL TIME BY PRIV CAR	BARBER	02/21/72
06	11	B05	AUTOMOBILE REGISTRATION	BARBER	02/23/72
06	11	B05	POPULATION FIGURES	BARBER	02/28/72
06	11	B05	ACCESSIBILITY OF MEASUREMENTS OF TRANS IMP	BARBER	02/29/72
06	11	BC5	ANALYSIS OF 1963 SOMERVILLE SHOP TRAVEL	BREVARD	02/29/72
06	11	B05	POPULATION CAPACITY OF VACANT DEVELOP LAND	BARBER	03/03/72
06	11	B05	BACKGROUND ON EMPIRIC MODEL LOW INCOME FAM	BARBER	03/07/72
06	11	BC5	PMM PROPOSAL TO RECALIBRATE EMPIRIC MODEL	BARBER	03/09/72
06	11	B05	REITERATION OF HWY ALT TESTED IN FIRST ROUND	WEST	03/16/72
06	24	B15	MEMO ON AIR TRAVEL AND OPERA IN MASS	BARBER	03/17/72
06	11	B05	TRANSIT ALTERNATIVES	PEERS	03/23/72
06	11	B11	BALLPARK ANAL OF MODAL SPLIT TO DOWNTOWN	BRAND	03/23/72
06	11	B05	SELECTED LINK ANALYSIS OF ROUTE 1 TRAFFIC	BREVARD	03/27/72
06	11	B05	SELECTED LINK ANAL OF ROUTE 1 TRAFFIC	BREVARD	03/27/72
06	11	B05	BOSTON TOTAL EMPLOYMENT FIGURES	BARBER	03/29/72
06	11	BC5	BOSTON TOTAL EMPLOYMENT FIGURES	BARBER	03/29/72
06	10	B05	TRAFFIC VOLUMES AND TURN MOVEMENTS NO SHORE	FISTEL	04/07/72
06	11	B05	BTPR POP AND EMPL FORECASTS	BARBER	04/12/72
06	11	B05	DIRECT DEMAND MODEL SOFTWARE	MDMANN	04/17/72
06	11	B05	DIRECT DEMAND MODEL SOFTWARE	MACMANN	04/17/72
06	11	B05	SMALL AREA MODEL FOR PLANNERS	BARBER	04/24/72
06	11	BC5	SMALL AREA MODEL FOR PLANNERS	BARBER	04/24/72
06	16	B21	SUMNER CALLAHAN TUNNEL TRAVEL TO LOGAN	BARBER	05/08/72
06	11	B05	MODIFICATION OF PERSON TRIPS	WONG	05/09/72
06	24	B15	LOGAN AIRPORT TRAVEL STUDY	BARBER	05/15/72
06	60	B05	ADDITINAL WORK PROGRAM/MATTAPAN-SOMERVILLE	PEERS	05/19/72
06	50	B11	WORK PROGRAM TO RESPOND TO MATT/SOMERVL LINE	PEERS	05/19/72

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06	10	B05	NO SHORE TRANSIT DEMAND LEVELS	BREVARD	05/24/72
06	11	B05	CRA DIRECT DEMAND MODEL	MACMANN	05/26/72
06	16	B05	PROC TO CAL INDUCED AUTO TRIP DEMAND 3HC	BARBER	06/07/72
06	15	B21	I-95 RELOCATED MODAL SPLIT	PEERS	06/10/72
06	50	B05	SW CORRIDOR SYS ANALYSIS WORK PROGRAM	PEERS	06/13/72
06	11	B05	US CENSUS 4TH COUNT SUMMARY TAPES	BARBER	06/15/72
06	11	B05	TRAFFIC ANALYSIS MODELS	MACMANN	06/15/72
06	11	B05	US CENSUS 4TH COUNT SUMM TAPES	BARBER	06/15/72
06	11	B05	TRANSIT OUTPUT FOR SYSTEMS	PEERS	06/16/72
06	15	B11	I-95 RELOCATED	PEERS	06/16/72
06	16	B21	THIRD HARBOR CROSSING FINANCIAL QUES	PEERS	06/29/72
06	16	B21	ON NOT BUILDING A THIRD HARBOR CROSSING	BARBER	07/00/72
06	11	B05	ALLOCA OF POP AND EMP ANAL RANGES	BARBER	07/10/72
06	11	B05	DIRECT DEMAND MODEL WORK PROGRAM	MACMANN	07/18/72
06	25	B05	CALCULATING INDUCED HWY TRAVEL	BRAND	07/20/72
06	11	B05	US CENSUS FOURTH COUNT DATA FOR 1970	BARBER	08/03/72
06	29	B05	SOUTHWEST ARTERIAL	PEERS	08/11/72
06	29	B11	SOUTHWEST ARTERIAL	PEERS	08/11/72
06	24	B15	BUS/LIMO SERVICE TO LOGAN AIRPORT	BARBER	08/21/72
06	11	B05	1980 DAILY AIRPORT VEHICLE TRIPS	BARBER	09/00/72
06	44	B22	IMPACT OF PROPOSED RAILROAD TUNNEL	BATCHELDER	10/00/72
06	11	B05	BTPR MODE SPLIT MODEL	MACMANN	10/12/72
06	11	B00	CENSUS DATA	BARBER	10/13/72
06	11	B05	USE OF CROSS ELASTICITY TRAVEL FORECAST MOD	BRAND	10/17/72
06	11	B05	CROSS ELASTICITY	PEERS	10/17/72
06	11	B05	N-DIMENSIONAL LOGIT FUNCTION	MACMANN	10/17/72
06	60	B11	COST ANA FOR CANTON-NEEDHAM-ORANGE LINE EXT	BREVARD	10/17/72
06	50	B05	LAND AREAS AND REIMBUR ISSUES IN SW CORR	LANE	10/18/72
06	11	B05	MODAL SPLIT ANA	BATCHELDER	10/24/72
06	24	B15	BUS/LIMO SERVICE TO LOGAN AIRPORT	BARBER	11/07/72
06	11	B05	BTPR MODE SPLIT MODEL COMPUTER PROGRAM	MACMANN	11/14/72
06	11	B05	R2 STATISTIC MADE SIMPLE	MACMANN	11/14/72
06	11	B15	BUS/LIMO SERV AND MASS PIKE EXTENSION	BARBER	11/15/72
06	11	B05	FINAL SUMMARY SE 6 REPORT	PEERS	12/00/72
07	23	B13	STUDY ELEMENTS 7 AND 14	BLUMENTHAL	08/24/71
07	23	B13	TASK BRIEF FOR NEIGHBORHOOD COHESION	COMPTON	09/27/71
07	23	B13	SE7 SPECIAL MOBILITY PROBLEMS	SLOANE	10/15/71
07	23	B13	SPECIAL MOB SUBAREA STUDY PROPOSAL	CIRCLE ASSO	12/17/71
07	23	B13	RESOURCE GROUP ON NEIGHBORHOOD COHESION	WOFFORD	01/10/72
07	23	B13	SOCIOECONOMIC SURVEY DATA	BREVARD	01/18/72
07	23	B13	REACTIONS TO SPECIAL MOBILITY QUESTIONNAIRE	MILLER	01/28/72
07	23	B13	REVIEW OF ROXBURY SPECIAL MOBILITY QUEST	FEHR	02/02/72
07	23	B13	ANAL FRAMEWORK FOR SPEC MOB SURVEY RESULTS	BREVARD	02/16/72
07	44	B13	SIMULA OF 1970 AUTO OWNERSHIP DIS SOMERVILLE	BREVARD	02/16/72
07	44	B13	MOBILITY NEEDS QUESTIONNAIRE FOR CAMBRIDGE	KARASH	02/17/72
07	33	B15	FORD MOTOR CO PRT SYSTEM	MILLER	02/18/72
07	44	B13	SOMERVILLE SPEC MOBIL SURVEY PROPOSAL	BARBER	03/23/72
07	43	B13	SOMERVILLE SUPERMARKET SUR ANAL	BREVARD	05/00/72
07	23	B13	PRE SURVEY	CROCKETT	09/00/72
08	11	B06	DUAL POWER VEHICLE PRELIM FINDINGS	ZELLNER	12/08/71
08	11	B06	INFORMATION ON MTA DUAL POWER VEHICLE	ZELLNER	01/11/72
08	33	B15	UMTA PEOPLE MOVER DOMO GRANT INFORMATION	ZELLNER	01/11/72
08	33	B15	PARKING VIOLATIONS/STREET CAPACITY	LACROSS	02/15/72
08	33	B15	TRIP TYPES AND ROUTING FOR TRANS CIRCUM	MILLER	02/25/72
08	33	B15	TRAFFIC GENERATORS IN TRANSIT CIRCUM CORR	MILLER	03/14/72
08	33	B15	TRANSIT CIRCUMFERENTIAL	MILLER	04/10/72
08	11	B06	POWER CAR SOLUTION TO DUAL PROPULSION VEH	ZELLNER	04/11/72 -
08	11	B06	DOUBLE DECKER BUSES	ZELLNER	05/01/72
08	11	B06	FINDINGS ON DUAL PROPULSION VEHICLE	ZELLNER	05/09/72

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08 11 B06	PRT CONSTRUCTION COST	SZILLASY	06/22/72
08 11 B06	DUAL PROPULSION RAPID TRANSIT POWER CAR	ZELLNER	10/10/72
09 11 B02	PRINCIPAL FEDERAL HEARINGS AND REVIEW STAT	SMITH	08/00/71
09 11 B02	IMMEDIATE WORK ITEMS	SMITH	08/20/71
09 11 B02	DEADLINE FOR PS&E SUBMISSION	SMITH	08/27/71
09 13 B24	FUNDING OF B-S BRIDGE & I-95 CONNECTOR	SMITH	08/27/71
09 11 B02	SE9 ANALYSIS REPLACEMENT HOUSING	SMITH	08/30/71
09 11 B02	SE9 ANAL EXCLUS OR PREFERENTIAL BUS LANES	SMITH	08/31/71
09 11 B02	SE9ANALYSIS ENVIRONMENTAL REVIEWS	SMITH	09/01/71
09 11 B02	SE9 ANALYSIS FEDERAL AID FOR PARKING FAC	SMITH	09/01/71
09 11 B02	TOLL BRIDGE AND TOLL TUNNEL PROJCTS	GREESON	09/17/71
09 11 B02	REPLACEMENT HOUSING	MAHADY	09/17/71
09 16 B21	LEGIS RELATING TO TOLL BRIDGE/TOLL TUNNEL	SMITH	09/17/71
09 11 B02	RELOCATION AND REPLACEMENT HOUSING	MAHADY	09/20/71
09 11 B02	PUBLIC HEARINGS	SMITH	09/22/71
09 11 B02	ISSUES OF STATE LAW	CURRY	09/27/71
09 11 B02	BTPR DECISION OPTION	SMITH	09/28/71
09 11 B02	SEWERS WATER AND PARKS	SMITH	10/00/71
09 11 B02	ACOUSTIC DAMAGE CASES	SMITH	10/04/71
09 11 B02	ISSUES OF STATE LAW	CURRY	10/21/71
09 11 B02	FEDERAL AID FOR PARKING FACILITY	SMITH	10/25/71
09 11 B02	MBTA BACKGROUND MEMO	SMITH	10/26/71
09 11 B02	PHASE I EVALUATION S E 9	SMITH	10/26/71
09 11 B02	THREE SISTERS BRIDGE	CURRY	11/03/71
09 11 B02	CONSTITUTIONAL AUTH	CURRY	11/24/71
09 11 B02	UMTA ADVANCE ACQUISITION LOANS REQUIRE	SMITH	12/01/71
09 11 B02	REVIEW COMMENT	SMITH	01/06/72
09 16 B21	THIRD HARBOR TUNNEL TOLL OPTIONS	SMITH	01/07/72
09 13 B24	BEVERLY SALEM BRIDGE LEGALADMIN ISSUES	SMITH	01/12/72
09 11 B02	BACK BAY FENS ETC	SMITH	01/27/72
09 11 B02	GOVERNORS DECISIONS	SMITH	01/31/72
09 11 B02	MID SUMMER DECISION	SMITH	02/09/72
09 11 B02	WORKING PAPER ON HIGHWAY	SMITH	02/10/72
09 11 B02	LEGAL & FACTUAL POINTS ON PARKING STUDY	SMITH	03/00/72
09 11 B02	OVERTON PARK CASE	SMITH	03/03/72
09 11 B02	USE OF ACCEL HWY PRGM FUNDS AND MBTA	SMITH	03/07/72
09 25 B02	SOUTHWEST CORRIDOR HEARINGS	SMITH	03/08/72
09 11 B22	LEG & ADM PROC FOR CONSTRUC REPL HOUSING	HARRISON	03/16/72
09 11 B02	NOTIFICATION PROCEDURES	SMITH	03/22/72
09 11 B02	UMTA PUBLIC HEARING REQUIREMENTS	SMITH	04/05/72
09 11 B02	UMTA PUBLIC HEARING REQUIREMENTS	SMITH	04/05/72
09 11 B02	STATE AND LOCAL JURIS AFFECTING PARKING	CURRY	04/11/72
09 11 B02	POLICY PROCESS FOR PARKING	CURRY	04/27/72
09 11 B02	USE OF FED FUNDS FOR TOLL ROADS	SMITH	06/12/72
09 11 B02	INCLUSION OF 4F AND NATL REGISTER SITE DAT	SMITH	06/14/72
09 11 B02	NAVIGABLE WATERWAYS	SMITH	06/20/72
09 16 B02	THIRD HARBOR CROSSING LEGAL ISSUES	SMITH	06/20/72
09 16 B21	THIRD HARBOR CROSSING LEGAL ISSUES	SMITH	06/20/72
09 11 B02	DISPOSITION OF LANDS NOT USED FOR HWYS	SMITH	06/22/72
09 11 B02	MBTA BOND LEGISLATION	WOFFORD	07/10/72
09 11 B02	REPAYMENT OF FUNDS FOR PE ROW ETC ON HWY	CURRY	07/21/72
09 60 B02	LEGAL ADMIN WORK REQUIRED FOR NORTHWEST	CURRY	07/31/72
09 11 B02	BTPR DESIGN STANDARDS POLICIES GUIDELINES	SMITH	09/00/72
09 11 B02	TRANS INVEST DECISIONS BY MBTA	CURRY	09/07/72
09 11 B02	USE OF ST HWY FUNDS FOR HWY PLANNING ACTIV	CURRY	09/25/72
09 11 B02	LEG ADMIN ANAL METRO PARKING POLICIES	CURRY	09/30/72
09 36 B02	LEGAL ADM AFFECTING CONTROL OF TRUCK TRAFF	CURRY	10/06/72
09 25 B02	NO EXP AS PRUDENT ALT UNDER SECTION 4F	CURRY	10/13/72
09 25 B02	REPAYMENT OF FED AID FUNDS FOR SW EXP	CURRY	10/15/72
09 25 B02	SW EXPRESSWAY POSS BASES FOR ILLEGALITY	CURRY	10/16/72

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09 25 B02	MANAGED SOUTHWEST EXPRESSWAY LEGAL IMPLICA	CURRY	10/27/72
09 11 B02	AUTH TO CONSTR OR IMPL PROJ FOR TRAFF MGMT	SMITH	10/31/72
09 16 B21	THIRD HARBOR CROSSING TRANSP PROGRAM	SMITH	12/00/72
09 10 B00	NORTH SHORE TRANSPORTATION PROGRAM	SMITH	12/00/72
10 11 B07	SALT RUNOFF	HANSEN	02/00/71
10 11 B07	ENVIRONMENTAL ASPECTS OF BTPR	HANSEN	08/19/71
10 11 B07	HARVARD ALEWIFE	ROUDEBUSH	08/31/71
10 11 B08	RETAIL CENTERS IN SW SUBREGION	ECON TEAM	09/00/71
10 11 B07	SALEM HISTORIC PRES AND TRANSPORTATION	HOPKINSON	09/20/71
10 11 B07	RECREATION TRAVEL IN METRO AREA	LINSKY	09/22/71
10 11 B08	PUBLIC INFORMATION PROGRAM	WALBRECKER	09/22/71
10 11 B08	ALTERNATIVE PROGRAM PACKAGES	WOFFORD	09/30/71
10 26 B07	ECOL EVALUATION IN FOWL MEADOW AREA	YONIKA	10/05/71
10 11 B08	SE2 STAFF QUESTIONS	SE2	10/20/71
10 11 B08	NORTHWEST CORRIDOR QUESTIONS	OSDOBY	10/20/71
10 11 B07	ENVIRONMENTAL POSITION PAPER ✓	WALLACE	10/24/71
10 11 B07	MAJOR ENVIRONMENTAL ISSUES IN SOUTHWEST ✓	KILLINGER	11/05/71
10 26 B07	ISSUE OF CLEARED LAND IN SW CORRIDOR	HARRISON	11/15/71
10 26 B07	OPTIONS FOR VACANT LAND REUSE OF I-95S	GILCHREST	11/16/71
10 11 B07	RED CONTAMINANT LEVELS FROM VEHICLE DENSITY	BELLOMO	11/18/71
10 11 B07	ENVIRONMENTAL FACTORS IN DEVEL TRANS GOALS ✓	ENV COALITION	11/23/71
10 26 B07	SW CLEARED LANDS	STEINMAN	12/00/71
10 26 B07	VACANT LAND REUSE OF 2		12/00/71
10 50 B07	CLEARED LAND DATA SUMMARY	CROCKETT	12/00/71
10 11 B07	ECOL IMPACT STUDY	CORTELL	12/17/71
10 11 B08	COMMUNICATIONS	HANSEN	12/20/71
10 11 B07	AMBIENT AIR QUALITY DATA	LOCKWOOD	12/21/71
10 26 B07	SW CLEARED LAND REUSE POLICY OPTIONS	STIENMAN	12/23/71
10 11 B07	AIR POLLUTION MOBILE SOURCES	LEE	12/23/71
10 26 B07	TYPIECAL SEC FOR CONS IN CLEARED LAND STUDY	KILLINGER	12/29/71
10 11 B07	ERT AIR POLLUTIONS STUDIES	WILLIS	01/05/72
10 11 B07	ERT AIR POLLUTIONS STUDIES	WILLIS	01/14/72
10 11 B07	NATL HISTORIC LANDMARKS	ENV TEAM	01/19/72
10 13 B07	FRESH POND AND SURROUNDING OPEN SPACE AREAS	DWORSKY	01/19/72
10 11 B07	OPEN SPACE HUMAN USE ENV CONCERNS NW	ENV TEAM	01/24/72
10 11 B07	CONSIDERATIONS INFLUEN REUSE OF CLEARED LAN	HARRISON	01/31/72
10 11 B07	STAND FOR OPEN SPACE AND RECRE AREAS	REG TEAM	02/27/72
10 11 B07	ENVIRONMENTAL ISSUES	REG ENV TEAM	02/29/72
10 11 B07	NOISE IMPACT ANALYSIS	ESL	03/02/72
10 11 B08	PUBLIC TRANS IN NORTHSORE	ROBBINS	03/03/72
10 13 B07	PINES RIVER DETENTION BASIN	DWORSKY	03/09/72
10 13 B07	NORTH SHORE 4F STATUS	DWORSKY	03/13/72
10 13 B07	NORTH SHORE 4F INVOLVEMENT	WALLACE	03/13/72
10 13 B07	I-95 4F LANDS	WALLACE	03/17/72
10 11 B07	PRANKERS POND CONSERVATION AREA	LINSKY	03/21/72
10 25 B07	FOWL MEADOW 4F INFORMATION	WALLACE	03/21/72
10 13 B07	LYNN I-95 REMEDIAL RECREATION PROGRAMS	SANDERS	03/29/72
10 50 B07	BLANDINGS TURTLE	YONIKA	03/31/72
10 26 B07	FOWL MEADOW BASE AND DPW ALT	YONIKA	04/05/72
10 11 B00	NO SHORE DEVELOPMENT EMPLOYMENT CENTER	WALLACE	04/11/72
10 11 B07	NOISE STANDARDS	WOFFORD	06/06/72
10 15 B07	I-95 RELOCATED OPEN SPACE	WELLER	06/13/72
10 15 B07	CONSERV AND OPEN SPACE ASPECTS FOR I-95R	WALLACE	06/16/72
10 13 B07	I-95NORTH IMPACTS	WALLACE	06/21/72
10 50 B07	NATIONAL REGISTRY PROPERTIES	WALLACE	07/19/72
10 50 B00	JF REVIEW STATEMENTS SW CORRIDOR	WALLACE	07/27/72
10 50 B07	SW CORRIDOR 4F REVIEW	WALLACE	07/27/72
10 10 B07	I-95N AND I-95R INDIRECT 4F	WALLACE	07/27/72
10 50 B07	ARNOLD ARBORETUM	WALLACE	08/01/72
10 50 B07	SW CORRIDOR ZONE DESCRIP AND 4F STATEMENTS	WALLACE	08/04/72

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10 50 B07	ALIGNMENT EVALUATION OF MOTHER BROOK	WALLACE	08/04/72
10 11 B08	COMMUNICATIONS PROCESS	HANSEN	01/20/72
10 16 B07	THIRD HARBOR CROSSING 4F INVOLVEMENT	WALLACE	08/29/72
10 60 B07	NORTHWEST 4F LANDS	WALLACE	09/07/72
10 50 B07	FOG	PEERS	09/11/72
10 11 B07	AIR QUALITY IMPACT	ERT	10/00/72
10 11 B07	LOCAL RECREATION TRAVEL IN METRO AREA	LINSKU	10/18/72
10 60 B07	NW 4FS DETERMINED	WALLACE	10/19/72
10 60 B07	NW TRANSIT EIS	CURRY	10/19/72
10 11 B07	AIR MONITORING REPORT	ERT	10/24/72
10 39 B07	NW ENVIRONMENTAL IMPACT	SIMPSON	10/25/72
10 60 B07	NW GENERAL ENVIRONMENT	WALLACE	10/27/72
10 60 B07	NW TASK STUDY	WALLACE	11/10/72
10 11 B07	AIR POLLUTION	PEERS	12/02/72
11 11 B03	METHODOLOGY FOR REG & SECTOR ECON ANAL	HARRISON	09/07/71
11 11 B03	CBD OFFICE STUDY	HARRISON	09/08/71
11 11 B03	CORE AREA GROWTH	LOCKWOOD	09/15/71
11 11 B05	COMMON DEFINITIONS	HARRISON	09/20/71
11 13 B03	ECONOMIC OVERVIEW OF NORTH SHORE	HARRISON	09/23/71
11 11 B03	CAMBRIDGE URBAN RENEWAL PICTURE	HANDY	09/24/71
11 11 B03	TRANSPORTATION IMPROVEMENTS	ROUDEBUSH	09/28/71
11 11 B05	DATA ON BUS SYSTEMS	BARBER	10/01/71
11 11 B03	DOWNTOWN EMPLOYMENT FORECASTS	REG ECON TEAM	10/05/71
11 11 B03	FUTURE OVERALL ECONOMIC TRENDS	ECON TEAM	10/07/71
11 36 B03	NW SUBREGIONAL ECONOMIC OVERVIEW	HARRISON	10/10/71
11 11 B07	MAJOR PROPOSALS FROM MAPC OPEN SPACE PLAN	LINSKY	10/13/71
11 11 B03	REGIONAL INPUT OUTPUT ECONOMIC STUDY	BARBER	10/14/71
11 14 B03	CIRCULARITY IN MODEL FORMULATIONS	ROMANOFF	10/15/71
11 11 B07	ENV CONCERNS NORTHSORE	WALLACE	10/18/71
11 11 B03	PRELIM VIEW OF REGIONAL POPULATION & EMPLOY	REG ECON TEAM	10/29/71
11 11 B03	PRELIM ECON OVERVIEW OF NORTH SHORE	HARRISON	11/01/71
11 13 B00	SPEC ECON DEV STRATEGY STUDY FOR LYNN	HARRISON	11/05/71
11 11 B07	OPTIONS FOR VACANT LAND REUSE	LOCKWOOD	11/10/71
11 25 B00	CLEARED LAND IN SW CORRIDOR	HARRISON	11/15/71
11 13 B07	OPEN SPACE HUMAN USE ENV CONCERNS NO SHORE	WALLACE	11/15/71
11 11 B05	BOSTON PROGRAMS	HANSEN	11/16/71
11 11 B03	REVISED POP & EMPLOY PROJ 1990	HARRISON	11/22/71
11 11 B11	ECONOMIC IMPACT OF RAIL RAPID TRANSIT	MARTIN	11/29/71
11 14 B03	ROUTE 1 BUSINESS IMPACT STUDY	MARTIN	12/06/71
11 14 B03	ROUTE 1 BUSINESS IMPACT STUDY	MARTIN	12/06/71
11 11 B03	ROUTE AND BUSINESSMEN SURVEY	HARRISON	12/15/71
11 11 B04	THEMES FOR THE FUTURE	REG ECON TEAM	12/16/71
11 11 B03	BTFR DATA REQUEST STOP & SHOP	REG ECON TEAM	01/00/72
11 11 B03	MASTER PLANNING ISSUES	ROUDEBUSH	01/05/72
11 11 B03	PHASE II WORK PROGRAM	MAHADY	01/07/72
11 11 B03	MODEL CITIES CONCERNS	HARRISON	01/14/72
11 25 B03	PROPERTY VALUE RANGES FOR SW CORRIDOR	HARRISON	01/20/72
11 11 B04	DEVELOPMENT OF PROBABLE FUTURES	MARTIN	01/21/72
11 11 B03	ALTERNATIVE PROGRAM PACKAGES	WOOD	02/01/72
11 14 B03	ROUTE 1 COMMERCIAL AREA	MARTIN	02/09/72
11 06 B05	POOR FAMILIES IN RELATION TO TRANSP FACIL	WILDER	03/01/72
11 11 B03	REGIONAL TASK FORCE REPORT	REG TEAM	03/07/72
11 11 B04	REGIONAL THEMES	WOOD	03/20/72
11 11 B05	BTFR POP AND EMPLOY FORECASTS	BARBER	04/12/72
11 16 B21	ECON IMPACT OF THIRD HARBOR TUNNEL ALT	WOOD	05/08/72
11 11 B04	COMPLETION OF REGIONAL PAPER	WOOD	05/22/72
11 16 B03	THIRD HARBOR CROSSING STUDY	ROMANOFF	06/09/72
11 15 B03	ECON OVERVIEW OF INNER NORTH SHORE	HARRISON	06/09/72
11 15 B21	I-95 RELOCATED CORRIDOR DESCRIPTIONS	HARRISON	06/16/72
11 24 B15	LOGAN AIRPORT	ROMANOFF	06/20/72

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11 15 B03	COMMUNITY ECON IMPACT - I-95 RELOCATED	HARRISON	07/19/72
11 15 B21	COMMUNITY ECON IMPACTS - I-95 RELOCATED	HARRISON	07/19/72
11 16 B21	FORT POINT CHANNEL/THIRD HARBOR CROSSING	ROMANOFF	07/24/72
11 25 B03	SOCIO ECON FACTORS RELATING TO SW CORR	HARRISON	07/28/72
11 11 B21	RESPONSE TO QUESTIONS ABOUT SO BOSTON	HARRISON	07/31/72
11 16 B03	QUESTIONS RELATIVE TO THIRD HARBOR CROSSING	HARRISON	07/31/72
11 25 B03	COMMUNITY ECON IMPACT - SOUTHWEST	HARRISON	08/10/72
11 11 B21	ECONOMIC IMPLICATIONS OF ALTERNATIVES	HARRISON	08/15/72
11 16 B03	ECON IMPLICATIONS FOR THIRD HARBOR CROSSING	HARRISON	08/15/72
11 11 B03	REGIONAL FRAMEWORK PAPER	WOOD	08/29/72
11 44 B03	ECON IMPACT OF DEPRESSING CENTRAL ARTERY	HARRISON	10/15/72
11 36 B03	ECONOM BACKGROUND FOR TRUCK ANALYSIS	MARTIN	10/18/72
11 36 B03	ECON IMPACT OF TRUCK SCHEMES	MARTIN	10/18/72
12 11 B00	GAS TAX REFERENDUM	MAHADY	11/17/71
12 37 B22	CAMBRIDGE INNER BELT FAMILY RELOCATION	MAHADY	12/06/71
12 37 B22	PRELIM FINDINGS ON CAMBR INNER BELT & RTE 2	NORTHWEST TEAM	12/07/71
12 11 B00	BETTER PUBLIC TRANSPORTATION	MAHADY	12/22/71
12 25 B03	ANAL OF POOR FAM RELATIVE TO SW FACILITIES	WILDER	03/01/72
12 11 B02	LEG/ADMIN PROC FOR CONST REPLACEMENT HSG	HARRISON	03/16/72
12 11 B03	TASK FORCE ON HOUSING REPLACEMENT/RELOCA	LOCKWOOD	03/27/72
12 11 B03	REQUIRED RESIDENTIAL RELOCA FOR TRANSP ALT	MAHADY	04/13/72
12 14 B03	I-95 NO ALIGN VARIATIONS ROUTE 1 CORR	MAHADY	04/26/72
12 10 B21	I-95 RELOCATION COSTS	MAHADY	05/10/72
12 11 B03	H-6177 DPW BOND ISSUE	MAHADY	06/00/72
12 50 B03	REPLACEMENT HOUSING SW CORRIDOR	MAHADY	06/09/72
12 15 B21	I-95 RELOCATED RESIDENTIAL RELOCATION	MAHADY	06/27/72
12 15 B03	PRELIM ANAL OF RELOCA NEEDS FOR I-95 NORTH	MAHADY	07/00/72
12 25 B03	INVENTORY OF SW CORR STRUCTURES	MAHADY	07/10/72
12 10 B03	RELOCATION NO SHORE HEARING	MAHADY	07/27/72
12 11 B03	RELOCATION PROCESS FOR FED AID HWY/TRANS PRO	MAHADY	07/28/72
12 25 B03	REPLACEMENT HOUSING SW CORR NO BUILD	MAHADY	07/28/72
12 11 B03	MHFA AND REPLACEMENT HOUSING	MAHADY	07/31/72
12 11 B03	REPLACEMENT HSG CONSTRUC CONSTRAINTS	MAHADY	09/29/72
12 11 B03	BUSINESS DISPLACEMENTS	MAHADY	10/11/72
12 11 B03	FAMILY RELOCA AND REPLACEMENT HOUSING	MAHADY	10/11/72
12 60 B03	RELOCATING RESIDENTS FROM PROS ST	MAHADY	10/23/72
12 37 B03	RESIDENTIAL RELOCA WESTERN CONNECTOR SCHEM 2	MAHADY	11/04/72
12 37 B03	VASSAR STREET TRUCK ROUTE IMPACTS	MAHADY	11/04/72
12 39 B03	RESIDENTIAL RELOCATION - RED LINE EXTENSION	MAHADY	11/04/72
12 50 B21	DISPOSITION OF DPW-OWNED LAND IN SW CORR	MAHADY	11/09/72
12 36 B03	EST DISPLACE MASSPIKE TO BINNEY ST TRUCK RD	MAHADY	11/14/72
12 41 B03	RAIL ACCESS AT ALEWIFE	WILDER	12/01/72
12 37 B03	BUS AND RES TAKINGS INV WEST CONN	WILDER	12/04/72
12 60 B03	DAVIS SQUARE BUS RELOCATION	WILDER	12/18/72
12 36 B23	TRUCK ROAD RELOCATION	WILDER	01/05/73
13 11 B03	BUSINESS RELOCATIONS	MAHADY	04/05/72
13 50 B03	BUS RELOCATION IN SW CORRIDOR	WILDER	04/17/72
13 11 B03	BUS RELOCATION MOVING EXPENSE	WILDER	04/20/72
13 11 B03	UNIFIED TRANS PLAN WORK PROGRAM	MAHADY	05/15/72
13 14 B03	REVISED ROUTE 1 DISPLACEMENT	MARTIN	06/00/72
13 14 B03	RELOC INFO FROM BRA SITE OFF	WILDER	06/15/72
13 15 B03	BUS DISPLACE/EMP IMPACT I-95 RELOCATED	HARRISON	06/22/72
13 50 B03	SO BOSTON BUS DISPLACEMENT	WILDER	06/27/72
13 15 B03	BUSINESS DISPLACEMENT I-95 RELOCATED	HARRISON	07/27/72
13 15 B03	BUS DISPLACEMENT I-95 RELOCATED	HARRISON	08/02/72
13 50 B03	BUS RELOCATION PROGRAM FOR SO BOSTON	HARRISON	08/17/72
13 50 B03	BUS TAKINGS IN SW CORRIDOR	LANE	11/03/72
13 25 B03	ANAL OF JOB GAINS IN SW CORRIDOR	MARTIN	11/14/72

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04	10	B00	PROP MBTA WORK PRGM OPER ANA OF NO SHORE	TRUST	01/06/72
04	10	B11	NORTH SHORE TRANSIT WORK PROGRAM PRIORITIES	NO SHORE TEAM	03/00/72
05	10	B00	WORK PROGRAM PROD AND NO SHORE EIS	LOCKWOOD	03/22/72
04	10	B11	NORTH SHORE LINE TABLE TRANS ANAL	FEHR	03/28/72
05	10	B21	I-95 LAND USE INVENTORY	SANDERS	03/30/72
06	10	B05	TRAFFIC VOLUMES AND TURN MOVEMENTS NO SHORE	FISTEL	04/07/72
05	10	B21	I-95 COMPLETION ALTERNATIVES	MARTIN	04/12/72
04	10	B22	LYNN/GENERAL ELECTRIC COMPANY ACCESS	BLUMENTHAL	04/18/72
04	10	B14	NORTH SHORE EXPRESS BUS OPERATING COST	MCBRAYER	05/00/72
04	10	B20	SPECIAL PURPOSE LANES - NORTH SHORE	NO SHORE TEAM	05/00/72
12	10	B21	I-95 RELOCATION COSTS	MAHADY	05/10/72
06	10	B05	NO SHORE TRANSIT DEMAND LEVELS	BREVARD	05/24/72
04	10	B23	I-95 NORTH ALTERNATIVES	LEISCH	06/12/72
04	10	B10	NORTH SHORE NET COST OF SERVICE IMPACT	KIDSTON	07/06/72
10	10	B07	I-95N AND I-95R INDIRECT 4F	WALLACE	07/27/72
12	10	B03	RELOCATION NO SHORE HEARING	MAHADY	07/27/72
04	10	B00	NORTH SHORE NET COST OF SERVICE IMPACT	KIDSTON	07/28/72
04	10	B11	NORTH SHORE EXP BUS OPERATING COSTS	KIDSTON	08/15/72
04	10	B14	NORTH SHORE EXPRESS BUS OPER COSTS	KIDSTON	08/15/72
09	10	B00	NORTH SHORE TRANSPORTATION PROGRAM	SMITH	12/00/72
05	10	B24	B-S BRIDGE	HOPKINSON	01/19/73
10	11	B07	SALT RUNOFF	HANSEN	02/00/71
06	11	B05	DODDTRANS IMPLEMENTATION DOCUMENTATION	KARASH	05/05/71
03	11	B00	EVALUATION CRITERIA	LOCKWOOD	07/00/71
09	11	B02	PRINCIPAL FEDERAL HEARINGS AND REVIEW STAT	SMITH	08/00/71
10	11	B07	ENVIRONMENTAL ASPECTS OF BTPR	HANSEN	08/19/71
09	11	B02	IMMEDIATE WORK ITEMS	SMITH	08/20/71
05	11	B00	ISSUE PAPER	BTPR STAFF	08/26/71
09	11	B02	DEADLINE FOR PS&E SUBMISSION	SMITH	08/27/71
04	11	B10	TRANSIT PARTICIPANT IN CORE TEAM	COOGAN	08/30/71
09	11	B02	SE9 ANALYSIS REPLACEMENT HOUSING	SMITH	08/30/71
09	11	B02	SE9 ANAL EXCLUS OR PREFERENTIAL BUS LANES	SMITH	08/31/71
10	11	B07	HARVARD ALEWIFE	ROUDEBUSH	08/31/71
04	11	B00	PUB TRANS SERV IN INNER CITY		09/00/71
10	11	B08	RETAIL CENTERS IN SW SUBREGION	ECON TEAM	09/00/71
09	11	B02	SE9ANALYSIS ENVIRONMENTAL REVIEWS	SMITH	09/01/71
09	11	B02	SE9 ANALYSIS FEDERAL AID FOR PARKING FAC	SMITH	09/01/71
05	11	B00	BTPR APPROACH	BTPR STAFF	09/07/71
06	11	B05	POP AND EMPLOY ADJUSTMENTS FOR TASK A	BARBER	09/07/71
11	11	B03	METHODOLOGY FOR REG & SECTOR ECON ANAL	HARRISON	09/07/71
11	11	B03	CBD OFFICE STUDY	HARRISON	09/08/71
05	11	B00	TRANSPORTATION PROBLEMS	ROUDEBUSH	09/13/71
04	11	B10	BOSTON TRANSIT STUDIES	DEEN	09/14/71
06	11	B05	CORE AREA GROWTH PROJECTIONS	LOCKWOOD	09/15/71
11	11	B03	CORE AREA GROWTH	LOCKWOOD	09/15/71
09	11	B02	TOLL BRIDGE AND TOLL TUNNEL PROJECTS	GREESON	09/17/71
09	11	B02	REPLACEMENT HOUSING	MAHADY	09/17/71
06	11	B05	COMMON DEFINITIONS	HANSEN	09/20/71
09	11	B02	RELOCATION AND REPLACEMENT HOUSING	MAHADY	09/20/71
10	11	B07	SALEM HISTORIC PRES AND TRANSPORTATION	HOPKINSON	09/20/71
11	11	B05	COMMON DEFINITIONS	HARRISON	09/20/71
06	11	B05	TRIP TABLES AVAILABLE	BARBER	09/22/71
09	11	B02	PUBLIC HEARINGS	SMITH	09/22/71
10	11	B07	RECREATION TRAVEL IN METRO AREA	LINSKY	09/22/71
10	11	B08	PUBLIC INFORMATION PROGRAM	WALBRECKER	09/22/71
06	11	B00	INTRO TO BTPR DATA GATHERING	MCCANN	09/23/71
06	11	B05	CENSUS DATA BY TRAFFIC ZONES	WEY	09/23/71
06	11	B05	REGIONAL TRAFFIC DATA	BREVARD	09/24/71
06	11	B05	REGIONAL TRAFFIC DATA	BREVARD	09/24/71

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11	11	B03 CAMBRIDGE URBAN RENEWAL PICTURE	HANDY	09/24/71
02	11	B00 MATCO PARTICIPATION IN RESTUDY	SLOAN	09/27/71
09	11	B02 ISSUES OF STATE LAW	CURRY	09/27/71
05	11	B00 PUBLIC TRANSPORTATION	KILLINGER	09/28/71
06	11	B05 SEMINAR ON METRO ECONOMIC GROWTH	BARBER	09/28/71
09	11	B02 BTPR DECISION OPTION	SMITH	09/28/71
11	11	B03 TRANSPORTATION IMPROVEMENTS	ROUDEBUSH	09/28/71
10	11	B08 ALTERNATIVE PROGRAM PACKAGES	WOFFORD	09/30/71
09	11	B02 SEWERS WATER AND PARKS	SMITH	10/00/71
11	11	B05 DATA ON BUS SYSTEMS	BARBER	10/01/71
09	11	B02 ACOUSTIC DAMAGE CASES	SMITH	10/04/71
06	11	B05 1990 FORECASTS OF CORE EMPLOYMENT	BTPR STAFF	10/05/71
11	11	B03 DOWNTOWN EMPLOYMENT FORECASTS	REG ECON TEAM	10/05/71
11	11	B03 FUTURE OVERALL ECONOMIC TRENDS	ECON TEAM	10/07/71
04	11	B10 TRANSIT TASK FORCE WORK PROGRAM	FEHR	10/12/71
11	11	B07 MAJOR PROPOSALS FROM MAPC OPEN SPACE PLAN	LINSKY	10/13/71
11	11	B03 REGIONAL INPUT OUTPUT ECONOMIC STUDY	BARBER	10/14/71
11	11	B07 ENV CONCERNS NORTHSORE	WALLACE	10/18/71
10	11	B08 SE2 STAFF QUESTIONS	SE2	10/20/71
10	11	B08 NORTHWEST CORRIDOR QUESTIONS	OSDOBY	10/20/71
09	11	B02 ISSUES OF STATE LAW	CURRY	10/21/71
06	11	B05 FUTURE POPULATION ESTIMATES	BARBER	10/22/71
06	11	B05 DEMIOGRAPHIC LAND USE AND DEVEL DATA	MARTIN	10/22/71
06	11	B05 DEMOGRAPHIC LAND USE AND DEV DATA	MARTIN	10/22/71
10	11	B07 ENVIRONMENTAL POSITION PAPER	WALLACE	10/24/71
09	11	B02 FEDERAL AID FOR PARKING FACILITY	SMITH	10/25/71
04	11	B10 NORTH SHORE ALT PARKING TRANSIT BUSWAY	HANSEN	10/26/71
09	11	B02 MBTA BACKGROUND MEMO	SMITH	10/26/71
09	11	B02 PHASE I EVALUATION S E 9	SMITH	10/26/71
04	11	B00 PRELIM PHASE I ALTERNATIVES	BTPR STAFF	10/28/71
06	11	B05 SELECTED LINK ASSIGNMENTS FROM PMM MODEL VAL	BARBER	10/28/71
11	11	B03 PRELIM VIEW OF REGIONAL POPULATION & EMPLOY	REG ECON TEAM	10/29/71
02	11	B00 COORDINATING HARVARD MED	SLOAN	11/01/71
11	11	B03 PRELIM ECON OVERVIEW OF NORTH SHORE	HARPISONY	11/01/71
04	11	B10 PROTOTYPICAL TRNSIT STUDIES	FEHR	11/02/71
04	11	B20 MASTER PARKING STRATEGY FOR BOSTON PROP	HANSEN	11/02/71
05	11	B10 BOSTON TRANSIT CRISIS	HANSEN	11/02/71
09	11	B02 THREE SISTERS BRIDGE	CURRY	11/03/71
04	11	B00 OPTIONS FOR PUB TRANS SERV IN INNER CITY	SW TEAM	11/04/71
05	11	B00 PHASE II STUDY	STEINMAN	11/05/71
05	11	B10 PHASE II	STEINMAN	11/05/71
10	11	B07 MAJOR ENVIRONMENTAL ISSUES IN SOUTHWEST	KILLINGER	11/05/71
06	11	B05 1990 SELECTED LINK ASSIGNMENTS	BREVARD	11/09/71
04	11	B10 BRITISH TRANSIT SYSTEM PLANNING	ZELLNER	11/10/71
06	11	B05 1990 PROJECTIONS AND POLICY SENSITIVITY	LOCKWOOD	11/10/71
11	11	B07 OPTIONS FOR VACANT LAND REUSE	LOCKWOOD	11/10/71
06	11	B05 EMPLOYMENT FORECASTS	BARBER	11/11/71
11	11	B05 BOSTON PROGRAMS	HANSEN	11/16/71
04	11	B10 TRANSIT SUGGESTIONS	MILLER	11/17/71
04	11	B20 TOPICS PROGRAM	HANSEN	11/17/71
12	11	B00 GAS TAX REFERENDUM	MAHADY	11/17/71
06	11	B05 POP EMP INCOME CHANGES IN MODEL CITIES	MAHADY	11/18/71
10	11	B07 RED CONTAMINANT LEVELS FROM VEHICLE DENSITY	BELLOMO	11/18/71
04	11	B20 TOPICS	HANSEN	11/21/71
05	11	B00 INTERMODAL CORRIDORS	LOCKWOOD	11/22/71
06	11	B05 COST BENEFIT ANAL OF CAMBRIDGE INNER BELT	ZELLNER	11/22/71
11	11	B03 REVISED POP & EMPLOY PROJ 1990	HARRISON	11/22/71
10	11	B07 ENVIRONMENTAL FACTORS IN DEVEL TRANS GOALS	ENV COALITION	11/23/71
09	11	B02 CONSTITUTIONAL AUTH	CURRY	11/24/71
05	11	B00 PHILOSOPHY & PLAN FOR AVOID TRANSPOR CRISIS	NICHOLAS	11/26/71
04	11	B10 PROTOTYPICAL TRNSIT STUDIES	KIDSTON	11/29/71

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04	11	R11	PROTOTYPICAL TRANSIT STUDY	KIDSTON	11/29/71
11	11	R11	ECONOMIC IMPACT OF RAIL RAPID TRANSIT	MARTIN	11/29/71
06	11	R05	ANAL OF EMRPP & TASK A TRAVEL FORECASTS	BARBER	11/30/71
09	11	R02	UMTA ADVANCE ACQUISITION LOANS REQUIRE	SMITH	12/01/71
04	11	R10	WASHINGTON STREET EL REHABILITATION	BENSON	12/06/71
08	11	R06	DUAL POWER VEHICLE PRELIM FINDINGS	ZELLNER	12/08/71
04	11	R10	POSSIBLE TRANSIT SITES ALONG ROUTE 128	CLAPP	12/10/71
04	11	R10	CBD ACCESSIBILITY STUDIES	FEHR	12/10/71
04	11	R10	WASHINGTON STREET EL REHAB WORK PROGRAM	BENSON	12/14/71
11	11	R03	ROUTE AND BUSINESSMEN SURVEY	HARRISON	12/15/71
04	11	B>"	OPE FOR DEV OF ALT ALIGN FOR I-95 IN RTE 1	HANSEN	12/16/71
11	11	B04	THEMES FOR THE FUTURE	REG ECON TEAM	12/16/71
10	11	R07	ECOL IMPACT STUDY	CORTELL	12/17/71
06	11	R05	CONFIGURATION OF INTERSTATE 93/695	MACMANN	12/20/71
10	11	B08	COMMUNICATIONS	HANSEN	12/20/71
04	11	R10	PRELIM FINDINGS ON TRANSIT	DEEN	12/21/71
10	11	R07	AMBIENT AIR QUALITY DATA	LOCKWOOD	12/21/71
12	11	R00	BETTER PUBLIC TRANSPORTATION	MAHADY	12/22/71
06	11	R05	1970 US CENSUS DATA BY BLOCK GROUP	HANSEN	12/23/71
06	11	R05	DAILY ANNUAL TOTALS FOR LOGAL TRAVELERS	MBTA	12/23/71
10	11	R07	AIR POLLUTION MOBILE SOURCES	LEE	12/23/71
11	11	B03	BTPR DATA REQUEST STOP & SHOP	REG ECON TEAM	01/00/72
06	11	R05	TRAFFIC FORECASTING METHODS FIRST RND HWY	SYSTEM ANAL TEAM	01/03/72
06	11	B05	1973 BASE HIGHWAY NETWORK	SYSTEM ANAL TEAM	01/03/72
06	11	R05	STATUS OF PMM SELECTED LINK OUTPUT	BREVARD	01/04/72
06	11	R05	STATUS OF PMM SELECTED LINK OUTPUT	BREVARD	01/04/72
10	11	B07	ERT AIR POLLUTIONS STUDIES	WILLIS	01/05/72
11	11	B03	MASTER PLANNING ISSUES	ROUDEBUSH	01/05/72
04	11	R10	TENTATIVE TRNSIT STUDY WORK	HANSEN	01/06/72
04	11	R10	PROPOSED MBTA WORK PROGRAM FOR NS ANAL	TRUST	01/06/72
09	11	B02	REVIEW COMMENT	SMITH	01/06/72
11	11	R03	PHASE II WORK PROGRAM	MAHADY	01/07/72
06	11	R05	HWY ALTERNATIVES IN FIRST ROUND NETWORK ANAL	MACMANN	01/10/72
06	11	R05	CREATION OF TRIP TABLES FOR PHASE II ANAL	BARBER	01/11/72
06	11	R05	CREATION OF TRIP TABLES FOR PHASE II ANAL	BARBER	01/11/72
08	11	R06	INFORMATION ON MTA DUAL POWER VEHICLE	ZELLNER	01/11/72
04	11	B10	PTS SUMMARY AND FINDINGS	FEHR	01/14/72
10	11	B07	ERT AIR POLLUTIONS STUDIES	WILLIS	01/14/72
11	11	B03	MODEL CITIES CONCERNS	HARRISON	01/14/72
04	11	B20	PARKING STUDY	LEVINSON	01/17/72
10	11	R07	NATL HISTORIC LANDMARKS	ENV TEAM	01/19/72
05	11	B20	DEVELOPMENT OF AERIAL OBLIQUE PHOTOS	MARTIN	01/20/72
11	11	B04	DEVELOPMENT OF PROBABLE FUTURES	MARTIN	01/21/72
10	11	B07	OPEN SPACE HUMAN USE ENV CONCERNS NW	ENV TEAM	01/24/72
04	11	B20	PARKING STUDY	LEVINSON	01/26/72
06	11	B05	FOURTH COUNT 1970 CENSUS INFORMATION	BARBER	01/26/72
06	11	B05	RTPR ZONE SYSTEM	MACMANN	01/27/72
06	11	R05	RTPR ZONE SYSTEM	MACMANN	01/27/72
09	11	R02	BACK BAY FENS ETC	SMITH	01/27/72
06	11	B05	FOURTH COUNT US CENSUS TABULATIONS	HANSEN	01/28/72
09	11	B02	GOVERNORS DECISIONS	SMITH	01/31/72
10	11	B07	CONSIDERATIONS INFLUEN REUSE OF CLEARED LAN	HARRISON	01/31/72
11	11	B03	ALTERNATIVE PROGRAM PACKAGES	WOOD	02/01/72
06	11	R05	HWY ISSUES IN FIRST ROUND NETWORK ANAL	WEST	02/03/72
09	11	B02	MID SUMMER DECISION	SMITH	02/09/72
06	11	R05	PRELIMINARY MODEL VALIDATION RESULTS		02/10/72
09	11	R02	WORKING PAPER ON HIGHWAY	SMITH	02/10/72
04	11	B00	PHASE II ENGINEERING WORK	VOLPE	02/11/72
04	11	B20	TRAFFIC OPERATIONS AND ENGR IMPROVEMENT	HANSEN	02/14/72
04	11	R20	PARKING VIOLATIONS/STREET CAPACITY	LACROSS	02/15/72
04	11	B10	PTS SUMMARY AND FINDINGS	KINDSTON	02/18/72

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04	11	B11	PROTOTYPICAL TRANSIT STUDIES	KIDSTON	02/18/72
06	11	B05	RESULTS OF PMM SEL LINK OUTPUT FOR BS BRIDGE	HOPKINSON	02/18/72
06	11	B05	TRAFFIC ASSIGNMENT	VOLPE	02/18/72
06	11	B05	CHANGES IN TRAVEL TIME	BARBER	02/21/72
06	11	B05	CHANGES IN TRAVEL TIME BY PRIV AUTO	BARBER	02/21/72
06	11	B05	CHANGES IN TRAVEL TIME BY PRIV CAR	BARBER	02/21/72
04	11	B10	PROPOSED INNOVATIVE TRANSIT WORK PROGRAM	LOWSON	02/22/72
06	11	B05	AUTOMOBILE REGISTRATION	BARBER	02/23/72
10	11	B07	STAND FOR OPEN SPACE AND RECRE AREAS	REG TEAM	02/27/72
06	11	B05	POPULATION FIGURES	BARBER	02/28/72
06	11	B05	ACCESSIBILITY OF MEASUREMENTS OF TRANS IMP	BARBER	02/29/72
06	11	B05	ANALYSIS OF 1963 SOMERVILLE SHOP TRAVEL	BREVARD	02/29/72
10	11	B07	ENVIRONMENTAL ISSUES	REG ENV TEAM	02/29/72
09	11	B02	LEGAL & FACTUAL POINTS ON PARKING STUDY	SMITH	03/00/72
10	11	B07	NOISE IMPACT ANALYSIS	ESL	03/02/72
06	11	B05	POPULATION CAPACITY OF VACANT DEVELOP LAND	BARBER	03/03/72
09	11	B02	QVERTON PARK CASE	SMITH	03/03/72
10	11	B08	PUBLIC TRANS IN NORTHSORE	POBBINS	03/03/72
04	11	B10	RAPID TRANSIT OPERATING COST COMPARISONS	KIDSTON	03/07/72
06	11	B05	BACKGROUND ON EMPIRIC MODEL LOW INCOME FAM	BARBER	03/07/72
09	11	B02	USE OF ACCEL HWY PRGM FUNDS AND MBTA	SMITH	03/07/72
11	11	B03	REGIONAL TASK FORCE REPORT	REG TEAM	03/07/72
04	11	B10	PTS INTEREST RATE ASSUMPTIONS	KIDSTON	03/08/72
06	11	B05	PMM PROPOSAL TO RECALIBRATE EMPIRIC MODEL	BARBER	03/09/72
06	11	B05	REITERATION OF HWY ALT TESTED IN FIRST ROUND	WEST	03/16/72
09	11	B22	LFG & ADM PROC FOR CONSTRUC REPL HOUSING	HARRISON	03/16/72
12	11	B02	LFG/ADMIN PROC FOR CONST REPLACEMENT HSG	HARRISON	03/16/72
04	11	B10	TRANSIT ALT LINE HAUL AND COMMUTER RAIL	PEERS	03/20/72
11	11	B04	REGIONAL THEMES	WOOD	03/20/72
10	11	B07	FRANKERS POND CONSERVATION AREA	LINSKU	03/21/72
09	11	B02	NOTIFICATION PROCEDURES	SMITH	03/22/72
06	11	B05	TRANSIT ALTERNATIVES	PEERS	03/23/72
06	11	B11	BALLPARK ANAL OF MODAL SPLIT TO DOWNTOWN	BRAND	03/23/72
05	11	B22	TASK FORCE ON HOUSING RELOCATION	LOCKWOOD	03/27/72
06	11	B05	SELECTED LINK ANALYSIS OF ROUTE 1 TRAFFIC	BREVARD	03/27/72
06	11	B05	SELECTED LINK ANAL OF ROUTE 1 TRAFFIC	BREVARD	03/27/72
12	11	B03	TASK FORCE ON HOUSING REPLACEMENT/RELOCA	LOCKWOOD	03/27/72
06	11	B05	BOSTON TOTAL EMPLOYMENT FIGURES	BARBER	03/29/72
06	11	B05	BOSTON TOTAL EMPLOYMENT FIGURES	BARBER	03/29/72
05	11	B00	JOINT DEVELOPMENT OPPORTUNITIES	LANE	03/30/72
05	11	B00	PHASE II URBAN DESIGN	KILLINGER	03/30/72
04	11	B15	CRD ACCESSIBILITY SUMMARY	COOGAN	04/04/72
09	11	B02	UMTA PUBLIC HEARING REQUIREMENTS	SMITH	04/05/72
09	11	B02	UMTA PUBLIC HEARING REQUIREMENTS	SMITH	04/05/72
13	11	B03	BUSINESS RELOCATIONS	MAHADY	04/05/72
05	11	B21	I-95 ALTERNATIVES	LANE	04/10/72
08	11	B06	POWER CAR SOLUTION TO DUAL PROPULSION VEH	ZELLNER	04/11/72
09	11	B02	STATE AND LOCAL JURIS AFFECTING PARKING	CURRY	04/11/72
10	11	B00	NO SHORE DEVELOPMENT EMPLOYMENT CENTER	WALLACE	04/11/72
06	11	B05	BTFR POP AND EMPL FORECASTS	BARBER	04/12/72
11	11	B05	BTFR POP AND EMPLOY FORECASTS	BARBER	04/12/72
12	11	B03	REQUIRED RESIDENTIAL RELOCA FOR TRANSP ALT	MAHADY	04/13/72
06	11	B05	DIRECT DEMAND MODEL SOFTWARE	MDMANN	04/17/72
06	11	B05	DIRECT DEMAND MODEL SOFTWARE	MACMANN	04/17/72
13	11	B03	BUS RELOCATION MOVING EXPENSE	WILDER	04/20/72
04	11	B15	BTFR TRANSIT STRATEGY	COOGAN	04/24/72
06	11	B05	SMALL AREA MODEL FOR PLANNERS	BARBER	04/24/72
06	11	B05	SMALL AREA MODEL FOR PLANNERS	BARBER	04/24/72
04	11	B11	PENN CENTRAL OPERATING COST DATA	ZELLNER	04/27/72
09	11	B02	POLICY PROCESS FOR PARKING	CURRY	04/27/72
04	11	B21	AUTOMATED GUIDEWAY APPLICA IN SO BOSTON	COOGAN	05/00/72

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04	11	B20	CONSTRUCTION OF PARKING AND RATE REGULA	MCBRAYER	05/20/72
04	11	P10	GENERAL CHARACTERIS OF ALT TRANSIT MODES	BTPR STAFF	05/00/72
04	11	B10	DOUBLE DECKER BUSES	ZELLNER	05/01/72
08	11	R06	DOUBLE DECKER BUSES	ZELLNER	05/01/72
04	11	B02	INTERSTATE TRADEOFF	COOGAN	05/09/72
06	11	R05	MODIFICATION OF PERSON TRIPS	WONG	05/09/72
08	11	R06	FINDINGS ON DUAL PROPULSION VEHICLE	ZELLNER	05/09/72
05	11	B00	AREA WIDE TOPICS REPORTS	HOPKINSON	05/10/72
13	11	B03	UNIFIED TRANS PLAN WORK PROGRAM	MAHADY	05/15/72
05	11	B00	TRUCK OPERATIONS	HOPKINSON	05/17/72
04	11	B10	TRANSIT DEMAND DATA	KIDSTON	05/22/72
11	11	B04	COMPLETION OF REGIONAL PAPER	WOOD	05/22/72
04	11	B15	TRANSIT CIRCUMFERENTIAL TECH MEETING	BTPR STAFF	05/23/72
04	11	B11	SUB MODAL ASSIGNMENTS	KIDSTON	05/23/72
05	11	R02	JOINT DEVELOP AND REPLACEMENT FACILITIES	HANSEN	05/24/72
06	11	R05	CRA DIRECT DEMAND MODEL	MACMANN	05/26/72
03	11	B00	TRANSPORTATION CRISIS 1972	BTPR STAFF	06/00/72
04	11	B21	SUMMARY EVAL OF I-95 ALIGNMENTS	BTPR STAFF	06/00/72
12	11	R03	H-6177 DPW BOND ISSUE	MAHADY	06/00/72
04	11	B10	TOPICS RELATIVE TO TRANSIT IMPROVEMENT	MCBRAYER	06/02/72
10	11	B07	NOISE STANDARDS	WOFFORD	06/06/72
04	11	B10	MISCELLANEOUS MISFORTUNES	MCBRAYER	06/08/72
09	11	B02	USE OF FED FUNDS FOR TOLL ROADS	SMITH	06/12/72
09	11	B02	INCLUSION OF 4F AND NATL REGISTER SITE DAT	SMITH	06/14/72
06	11	R05	US CENSUS 4TH COUNT SUMMARY TAPES	BARBER	06/15/72
06	11	R05	TRAFFIC ANALYSIS MODELS	MACMANN	06/15/72
06	11	R05	US CENSUS 4TH COUNT SUMM TAPES	BARBER	06/15/72
04	11	B10	CHOICE RIDER SURVFY	MCBRAYER	06/16/72
06	11	R05	TRANSIT OUTPUT FOR SYSTEMS	PEERS	06/16/72
09	11	B02	NAVIGABLE WATERWAYS	SMITH	06/20/72
04	11	B15	CONSTRUCTION COST OF PRT	SZILLASSY	06/22/72
08	11	R06	PRT CONSTRUCTION COST	SZILLASY	06/22/72
09	11	R07	DISPOSITION OF LANDS NOT USED FOR HWYS	SMITH	06/22/72
04	11	B21	CONSTRUCTION OPERATIONS ON ACTIVE HWYS	BENSON	06/23/72
04	11	P15	TRANSPD 72	MCBRAYER	06/27/72
04	11	B00	DAVIS SQUARE PROJECT	TERRILL	06/28/72
05	11	B00	BRIEFING WITH EVERETT	HOPKINSON	07/05/72
06	11	R05	ALLOCA OF POP AND EMP ANAL RANGES	BARBER	07/10/72
09	11	R02	MBTA BOND LEGISLATION	WOFFORD	07/10/72
06	11	R05	DIRECT DEMAND MODEL WORK PROGRAM	MACMANN	07/18/72
04	11	B02	INTERSTATE TRADE OFF	COOGAN	07/19/72
09	11	B02	REPAYMENT OF FUNDS FOR PE ROW ETC ON HWY	CURRY	07/21/72
12	11	R03	RELOCATION PROCESS FOR FED AID HWY/TRANS PRO	MAHADY	07/28/72
11	11	B21	RESPONSE TO QUESTIONS ABOUT SO BOSTON	HARRISON	07/31/72
12	11	B03	MHFA AND REPLACEMENT HOUSING	MAHADY	07/31/72
06	11	B05	US CENSUS FOURTH COUNT DATA FOR 1970	BARBER	08/03/72
04	11	B10	COMPLETION OF PHASE II TRANSIT STUDIES	MCBRAYER	08/07/72
04	11	B11	POWER CAR/CATENARY COST ANALYSIS	KIDSTON	08/11/72
11	11	B21	ECONOMIC IMPLICATIONS OF ALTERNATIVES	HARRISON	08/15/72
10	11	B08	COMMUNICATIONS PROCESS	HANSEN	01/20/72
04	11	R00	TIMING OF SO BRAINTREE EXTENSION	COOGAN	08/23/72
04	11	B15	TIMING OF SO BRAINTREE EXTENSION	COOGAN	08/23/72
04	11	B00	BEVERLY SALEM BRIDGE	NO SHORE TEAM	08/25/72
11	11	B03	REGIONAL FRAMEWORK PAPER	WOOD	08/29/72
06	11	R05	1980 DAILY AIRPORT VEHICLE TRIPS	BARBER	09/00/72
09	11	B02	BTPR DESIGN STANDARDS POLICIES GUIDELINES	SMITH	09/00/72
09	11	B02	TRANS INVEST DECISIONS BY MBTA	CURRY	09/07/72
04	11	B02	INTERSTATE REDESIGNATION	COOGAN	09/20/72
04	11	B15	TRANSIT PLANNING STRATEGY	COOGAN	09/25/72
09	11	R02	USE OF ST HWY FUNDS FOR HWY PLANNING ACTIV	CURRY	09/25/72
04	11	B00	NW ENG PROGRESS NW CORR HWY IMPROVEMENT	SZILLASSY	09/26/72

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12	11	B03	REPLACEMENT HSG CONSTRUC CONSTRAINTS	MAHADY	09/29/72
09	11	B02	LEG ADMIN ANAL METRO PARKING POLICIES	CURRY	09/30/72
10	11	B07	AIR QUALITY IMPACT	ERT	10/00/72
08	11	B06	DUAL PROPULSION RAPID TRANSIT POWER CAP	ZELLNER	10/10/72
12	11	B03	BUSINESS DISPLACEMENTS	MAHADY	10/11/72
12	11	B03	FAMILY RELOCA AND REPLACEMENT HOUSING	MAHADY	10/11/72
06	11	B05	BTPR MODE SPLIT MODEL	MACMANN	10/12/72
06	11	B00	CENSUS DATA	BARBER	10/13/72
06	11	B05	USE OF CROSS ELASTICITY TRAVEL FORECAST MOD	BRAND	10/17/72
06	11	B05	CROSS ELASTICITY	PEERS	10/17/72
06	11	B05	N-DIMENSIONAL LOGIT FUNCTION	MACMANN	10/17/72
10	11	B07	LOCAL RECREATION TRAVEL IN METRO AREA	LINSKU	10/18/72
06	11	B05	MODAL SPLIT ANA	BATCHELDER	10/24/72
10	11	B07	AIR MONITORING REPORT	ERT	10/24/72
09	11	B02	AUTH TO CONSTR OR IMPL PROJ FOR TRAFF MGMT	SMITH	10/31/72
05	11	B22	EARLY ACTION ARTERIAL IMPROVEMENT PROGRAMS	HOPKINSON	11/13/72
06	11	B05	BTPR MODE SPLIT MODEL COMPUTER PROGRAM	MACMANN	11/14/72
06	11	B05	R2 STATISTIC MADE SIMPLE	MACMANN	11/14/72
06	11	B15	BUS/LIMO SERV AND MASS PIKE EXTENSION	BARBER	11/15/72
02	11	B00	PUB HEARING TEST AND RESPON	SE2 STAFF	11/16/72
06	11	B05	FINAL SUMMARY SE 6 REPORT	PEERS	12/00/72
05	11	B21	RIGHT-OF-WAY AND TAKINGS COST	SIMPSON	12/01/72
10	11	B07	AIR POLLUTION	PEERS	12/02/72
04	11	B26	PARKING AS AN URBAN LAND USE	LEVINSON	12/05/72
05	12	B00	NORTH SHORE NO EXPRESSWAY OPTION	BTPR STAFF	09/00/71
05	12	B00	NO BUILD PRODUCT	HOPKINSON	02/14/72
04	13	B00	NO SHORE TRANSP	SYS DES TEAM	07/29/71
04	13	B21	PRELIM EXAM OF ALT ALIGN FOR I-95 N	SYS DES CON	08/19/71
09	13	B24	FUNDING OF B-S BRIDGE & I-95 CONNECTOR	SMITH	08/27/71
05	13	B00	NO SHORE PHASE I SUMMARY REPORT	NO SHRE TEAM	09/00/71
04	13	B24	A NEW BEV SALEM BRIDGE	ZELLNER	09/02/71
05	13	B24	B-S BRIDGE SCHEMATIC DESIGNS	HOPKINSON	09/17/71
05	13	B20	NORTH SHORE HIGHWAY ALTERNATIVES	LANE	09/20/71
05	13	B00	POTENTIAL PROG PKGS FOR NO SHORE	LANE	09/21/71
05	13	B10	RANGE OF TRANSIT ALTERNATIVES	LANE	09/22/71
04	13	B24	WORK PROGRAM BEV SALEM BRIDGE PHASE II	NO SHORE TEAM	09/23/71
11	13	B03	ECONOMIC OVERVIEW OF NORTH SHORE	HARRISON	09/23/71
05	13	B00	PRELIM DEF OF ISSUES IN INNER NO SHORE	NO SHRE STAFF	10/12/71
04	13	B10	NORTH SHORE TRANSIT ALT PROGRAM	NS TEAM	10/20/71
04	13	B10	EARLY ACTION PRGM FOR TRANSIT IMPROVE NS	NS STUDY TEAM	10/20/71
04	13	B20	NORTH SHORE TOPICS	MILLER	10/20/71
05	13	B10	SUMMARY OF NO SHORE TOPICS PLANS	MILLER	10/20/71
05	13	B10	SOME COMMENTS ON NORTH SHORE TRANSIT ALT	HANSEN	10/26/71
04	13	B21	ROUTE I-95 ALTERNATIVES NO SHORE CORRIDOR	HANSEN	11/00/71
11	13	B00	SPEC ECON DEV STRATEGY STUDY FOR LYNN	HARRISON	11/05/71
04	13	B00	STUDY FOR LYNN	HANSEN	11/09/71
04	13	B21	ROUTE I-95 ALTERNATIVES EXTRA TOPOGRAPHY	HANSEN	11/15/71
11	13	B07	OPEN SPACE HUMAN USE ENV CONCERNS NO SHORE	WALLACE	11/15/71
04	13	B21	CONTR FOR B-S BRIDGE TO INCLUDE ALT CONN	HANSEN	12/15/71
04	13	B21	IMPROVEMENTS TO 128 AND ALT ALIGN FOR I-95	HANSEN	12/15/71
04	13	B20	NO/SO VEHICULR ROUTES THRU REVE ALT ALIGN	HANSEN	12/21/71
09	13	B24	BEVERLY SALEM BRIDGE LEGAL/ADMIN ISSUES	SMITH	01/12/72
04	13	B11	MBTA WORK PROGRAM FOR NORTH SHORE ANAL	TRUST	01/13/72
04	13	B21	PHASE II NORTH SHORE	HANSEN	01/18/72
05	13	B24	BEVERLY SALEM BRIDGE	NO SHORE TEAM	01/19/72
10	13	B07	FRESH POND AND SURROUNDING OPEN SPACE AREAS	DWORSKY	01/19/72
05	13	B10	POTENTIAL ELEMENTS FOR LYNN TRANSIT DEMO	LANE	01/27/72
04	13	B10	TRANSIT ALTERNATIVES NORTH SHORE	FEHR	02/17/72
05	13	B21	I-95 LYNN WOODS	JOHANSON	03/06/72

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10	13	B07	PINES RIVER DENTENTION BASIN	DWORSKY	03/09/72
10	13	B07	NORTH SHORE 4F STATUS	DWORSKY	03/13/72
10	13	B07	NORTH SHORE 4F INVOLVEMENT	WALLACE	03/13/72
04	13	R11	I-95 THROUGH LYNN ROAD ALIGNMENTS	WILLIAMSD	03/14/72
04	13	R21	I-95 THROUGH LYNN ROAD ALIGNMENTS	WILLIAMS	03/14/72
10	13	B07	I-95 4F LANDS	WALLACE	03/17/72
04	13	R21	TRAFF LEVELS ON RTE 1 & I-95 THRU LYNN WOODS	LANE	03/21/72
04	13	R10	NORTH SHORE CAPITAL COST ESTIMATES	MCBRAYER	03/28/72
04	13	R11	LINE HAUL TRANSIT ANAL NORTH SHORE	FEHR	03/28/72
04	13	R10	NORTH SHORE TRANSIT CAPITAL COSTS	MCBRAYER	03/29/72
10	13	B07	LYNN I-95 REMEDIAL RECREATION PROGRAMS	SANDERS	03/29/72
04	13	B21	I-95 COMPLETION ALTERNATIVES	MARTIN	04/12/72
04	13	B21	TRAFFIC ESTIMATES FOR LYNN WOODS ALIGNMENT	HANSEN	04/14/72
10	13	B07	I-95NORTH IMPACTS	WALLACE	06/21/72
04	13	B24	WHETHER TO BUILD B-S BRIDGE	NO SHORE TEAM	08/25/72
04	14	B00	NORTH SHORE ARTERIAL STUDY	HANSEN	09/17/71
04	14	B00	NORTH SHORE ARTERIAL STUDY	HANSEN	09/17/71
11	14	B03	CIRCULARITY IN MODEL FORMULATIONS	ROMANOFF	10/15/71
11	14	B03	ROUTE 1 BUSINESS IMPACT STUDY	MARTIN	12/06/71
11	14	B03	ROUTE 1 BUSINESS IMPACT STUDY	MARTIN	12/06/71
04	14	B21	COST OF REHABIL OF RTE 1 CORRIDOR	MALONE	01/20/72
11	14	B03	ROUTE 1 COMMERCIAL AREA	MARTIN	02/09/72
04	14	B24	ROUTE 1 ENGINEERING STUDY RECORD	JOHANSON	03/06/72
04	14	B24	COST OF REHABILITATION OF RTE 1 CORRIDOR	MALONE	03/09/72
05	14	B24	HWY ALT UNDER CONSID IN RTE 1 CORR	LANE	03/09/72
05	14	B21	TRAFFIC LEVELS ON ROUTE 1	LANE	03/21/72
05	14	B00	LAND USE INVENTORY FOR ROUTE 1/I-95	SANDERS	03/30/72
05	14	B00	JOINT DEVELOP OPPORTUNITIES RTE 1 CORRIDOR	LANE	03/30/72
05	14	B21	RTE 1 HWY IMPROVEMENTS	HOPKINSON	04/00/72
12	14	B03	I-95 NO ALIGN VARIATIONS ROUTE 1 CORR	MAHADY	04/26/72
05	14	B00	BRIDGE MEMO VAN NESS BATES	HOPKINSON	05/31/72
13	14	B03	REVISED ROUTE 1 DISPLACEMENT	MARTIN	06/00/72
13	14	B03	RELOC INFO FROM BRA SITE OFF	WILDER	06/15/72
05	15	B21	I-95 RELOCATED EXP ALTERNATIVES	MARTIN	05/08/72
11	15	B03	ECON OVERVIEW OF INNER NORTH SHORE	HARRISON	06/09/72
06	15	B21	I-95 RELOCATED MODAL SPLIT	PEERS	06/10/72
10	15	B07	I-95 RELOCATED OPEN SPACE	WELLER	06/13/72
06	15	R11	I-95 RELOCATED	PEERS	06/16/72
10	15	B07	CONSERV AND OPEN SPACE ASPECTS FOR I-95R	WALLACE	06/16/72
11	15	B21	I-95 RELOCATED CORRIDOR DESCRIPTIONS	HARRISON	06/16/72
13	15	B03	BUS DISPLACE/EMP IMPACT I-95 RELOCATED	HARRISON	06/22/72
12	15	B21	I-95 RELOCATED RESIDENTIAL RELOCATION	MAHADY	06/27/72
12	15	B03	PRELIM ANAL OF RELOCA NEEDS FOR I-95 NORTH	MAHADY	07/00/72
05	15	B21	I-95 RELOCATED NO-EXP ALTERNATIVES	MARTIN	07/14/72
11	15	B03	COMMUNITY ECON IMPACT - I-95 RELOCATED	HARRISON	07/19/72
11	15	B21	COMMUNITY ECON IMPACTS - I-95 RELOCATED	HARRISON	07/19/72
13	15	B03	BUSINESS DISPLACEMENT I-95 RELOCATED	HARRISON	07/27/72
13	15	B03	BUS DISPLACEMENT I-95 RELOCATED	HARRISON	08/02/72
09	16	B21	LEGIS RELATING TO TOLL BRIDGE/TOLL TUNNEL	SMITH	09/17/71
04	16	B20	FREE HARBOR CROSSING	HANSEN	10/18/71
05	16	B00	FREE HARBOR CROSSING	HANSEN	10/18/71
05	16	B21	THIRD HARBOR TUNNEL ISSUES	MILLER	10/18/71
04	16	B15	AIRPORT TRAFFIC VERSUS TUNNEL TRAFFIC	MILLER	11/09/71
06	16	B21	CROSS HARBOR TRAFFIC	BREVARD	11/16/71
04	16	R11	TUNNEL COSTS	BENSON	11/29/71
05	16	B21	THIRD HARBOR TUNNEL	LOCKWOOD	12/15/71
09	16	B21	THIRD HARBOR TUNNEL TOLL OPTIONS	SMITH	01/07/72
05	16	B21	THIRD HARBOR CROSSING	MARTIN	01/19/72

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06	16	B21	GROUND TUNNEL FORECAST FOR LOGAN	BARBER	01/25/72
04	16	B21	THIRD HARBOR CROSSING	HOPKINSON	02/15/72
04	16	B21	THIRD HARBOR CROSSING	HANSEN	02/18/72
11	16	B05	POOP FAMILIES IN RELATION TO TRANSP FACIL	WILDER	03/01/72
04	16	B21	ENGR FEAS STUDY OF THIRD HARBOR CROSSING	MAZZA	03/08/72
04	16	B21	THIRD HARBOR TUNNEL LAND USE ACCESS REQUIRE	MARTIN	03/24/72
04	16	B21	THIRD HARBOR TUNNEL	MAZZA	03/30/72
04	16	B21	THIRD HARBOR CROSSING WORK PROGRAM	BTPR STAFF	03/30/72
05	16	B21	THIRD HARBOR TUNNEL NO BUILD HWY ELEMENTS	MARTIN	04/00/72
05	16	B21	THIRD HARBOR TUNNEL	HOPKINSON	05/00/72
05	16	B21	THIRD HARBOR CROSSING ALTERNATIVES	MARTIN	05/03/72
05	16	B21	THIRD HARBOR ALTERNATIVES	MARTIN	05/03/72
06	16	B21	SUMNER CALLAHAN TUNNEL TRAVEL TO LOGAN	BARBER	05/08/72
11	16	B21	ECON IMPACT OF THIRD HARBOR TUNNEL ALT	WOOD	05/08/72
05	16	B21	THIRD HARBOR CROSSING BRIDGE ALTERNATIVES	MARTIN	05/23/72
06	16	B05	PROC TO CAL INDUCED AUTO TRIP DEMAND 3HC	BARBER	06/07/72
11	16	B03	THIRD HARBOR CROSSING STUDY	ROMANOFF	06/09/72
09	16	B02	THIRD HARBOR CROSSING LEGAL ISSUES	SMITH	06/20/72
09	16	B21	THIRD HARBOR CROSSING LEGAL ISSUES	SMITH	06/20/72
06	16	B21	THIRD HARBOR CROSSING FINANCIAL QUES	PEERS	06/29/72
06	16	B21	ON NOT BUILDING A THIRD HARBOR CROSSING	BARBER	07/00/72
04	16	B21	3HC FORT POINT CHANNEL STUDY AREA	DURNING	07/06/72
04	16	B15	THIRD HARBOR TUNNEL	KIDSTON	07/11/72
05	16	B21	THIRD HARBOR CROSSING MASSPORT BRIEFING	BTPR STAFF	07/20/72
11	16	B21	FORT POINT CHANNEL/THIRD HARBOR CROSSING	ROMANOFF	07/24/72
11	16	B03	QUESTIONS RELATIVE TO THIRD HARBOR CROSSING	HARRISON	07/31/72
04	16	B15	PROPOSED TUNNEL CROSSING TRANSIT WORK ITEM	KIDSTON	08/15/72
11	16	B03	ECON IMPLICATIONS FOR THIRD HARBOR CROSSING	HARRISON	08/15/72
10	16	B07	THIRD HARBOR CROSSING 4F INVOLVEMENT	WALLACE	08/29/72
09	16	B21	THIRD HARBOR CROSSING TRANSP PROGRAM	SMITH	12/00/72
04	17	B21	TRAFFIC CONTROL AND MANAGEMENT FOR I-93	LEVINSON	11/00/71
05	19	B00	REVERE	MILLER	09/17/71
04	22	B15	PROPOSED BLUE LINE SCHEME	ZELLNER	07/18/72
07	23	B13	STUDY ELEMENTS 7 AND 14	BLUMENTHAL	08/24/71
07	23	B13	TASK BRIEF FOR NEIGHBORHOOD COHESION	COMPTON	09/27/71
07	23	B13	SE7 SPECIAL MOBILITY PROBLEMS	SLOANE	10/15/71
07	23	B13	SPECIAL MOB SUBAREA STUDY PROPOSAL	CIRCLE ASSO	12/17/71
07	23	B13	RESOURCE GROUP ON NEIGHBORHOOD COHESION	WOFFORD	01/10/72
07	23	B13	SOCIOECONOMIC SURVEY DATA	BREVARD	01/18/72
07	23	B13	REACTIONS TO SPECIAL MOBILITY QUESTIONNAIRE	MILLER	01/28/72
07	23	B13	REVIEW OF ROXBURY SPECIAL MOBILITY QUEST	FEHR	02/02/72
07	23	B13	ANAL FRAMEWORK FOR SPEC MOB SURVEY RESULTS	BREVARD	02/16/72
07	23	B13	PRE SURVEY	CROCKETT	09/00/72
05	24	B00	EAST BOSTON	MILLER	09/21/71
05	24	B15	AIRPORT TRAFFIC VERSUS TUNNEL TRAFFIC	MILLER	11/09/71
06	24	B21	AIRPORT ACCESS IMPACT STUDY OBJECTIVES	LOCKWOOD	12/15/71
05	24	B11	MBTA BUS SERVICE AT LOGAN	MARTIN	02/18/72
05	24	B15	MBTA BUS SERVICE AT LOGAN	MARTIN	02/18/72
06	24	B15	MEMO ON AIR TRAVEL AND OPERA IN MASS	BARBER	03/17/72
05	24	B21	LOGAN AIRPORT TRAVEL STUDY	BARBER	05/15/72
06	24	B15	LOGAN AIRPORT TRAVEL STUDY	BARBER	05/15/72
11	24	B15	LOGAN AIRPORT	ROMANOFF	06/20/72
06	24	B15	BUS/LIMO SERVICE TO LOGAN AIRPORT	BARBER	08/21/72

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06 24 B15	BUS/LIMO SERVICE TO LOGAN AIRPORT	BARBER	11/07/72
04 25 B20	SW EXTENSION W/O HWY COST OF CONSTRUCTION	WILLIAMS	03/16/71
04 25 B10	RTPR SOUTHWEST CORRIDOR	CUNLIFFE	09/29/71
04 25 B20	SE HIGHWAY ALTERNATIVES	SOUTHWEST TEAM	10/06/71
04 25 B20	SOUTHWEST HIGHWAY ALTERNATIVES	SOUTHWEST TEAM	10/06/71
04 25 B00	HYDE PARK REPORT	KELLEY	10/12/71
05 25 B00	WORK ASSIGNMENTS FOR SW STAFF	KILLINGER	10/13/71
11 25 B00	CLEARED LAND IN SW CORRIDOR	HARRISON	11/15/71
04 25 R11	SOUTHWEST TRANSIT ALTERNATIVES ✓	MILLER	11/30/71
04 25 B00	SW CORRIDOR ✓	PIERCE	12/04/71
04 25 B10	BTPR SOUTHWEST CORRIDOR ✓	CUNLIFFE	12/09/71
04 25 R21	IMPROVE TO 128 & ALT ALIGN TO I-95 IN RTE 1	HANSEN	12/15/71
11 25 B03	PROPERTY VALUE RANGES FOR SW CORRIDOR	HARRISON	01/20/72
04 25 R21	DESIGN WORK ON I-93/I-95 CONNECTOR ROUTE	HANSEN	02/03/72
04 25 B00	SW CORRIDOR	CUNLIFFE	12/09/72
05 25 B00	GOALS OF SW CORRIDOR	DIMANCESCO	02/26/72
12 25 B03	ANAL OF POOR FAM RELATIVE TO SW FACILITIES	WILDER	03/01/72
09 25 B02	SOUTHWEST CORRIDOR HEARINGS	SMITH	03/08/72
04 25 R11	MBTA WORK PROGRAM FOR SW CORR ANAL	TRUST	03/13/72
10 25 B07	FOWL MEADOW 4F INFORMATION	WALLACE	03/21/72
04 25 B21	STATUS OF WORK ON I-95 SOUTH	SOUTHWEST TEAM	03/22/72
04 25 B21	I-95 SOUTH FOW MEADOW	SOUTHWEST TEAM	03/22/72
04 25 R21	FOW MEADOW HIGHWAY ALT UNDER CONSIDERATION	KILLINGER	03/29/72
04 25 R22	SOUTHWEST EXPRESSWAY NO BUILD OPTION	WOFFORD	03/29/72
04 25 B21	ADV & DISADV OF I-95 ALIGN AT FOWL MEADOW	SOUTHWEST TEAM	07/00/72
12 25 B03	INVENTORY OF SW CORR STRUCTURES	MAHADY	07/10/72
06 25 B05	CALCULATING INDUCED HWY TRAVEL	BRAND	07/20/72
11 25 B03	SOCIO ECON FACTORS RELATING TO SW CORR	HARRISON	07/28/72
12 25 B03	REPLACEMENT HOUSING SW CORR NO BUILD	MAHADY	07/28/72
11 25 B03	COMMUNITY ECON IMPACT - SOUTHWEST	HARRISON	08/10/72
09 25 B02	NO EXP AS PRUDENT ALT UNDER SECTION 4F	CURRY	10/13/72
09 25 B02	REPAYMENT OF FED AID FUNDS FOR SW EXP	CURRY	10/15/72
09 25 B02	SW EXPRESSWAY POSS BASES FOR ILLEGALITY	CURRY	10/16/72
09 25 B02	MANAGED SOUTHWEST EXPRESSWAY LEGAL IMPLICA	CURRY	10/27/72
13 25 B03	ANAL OF JOB GAINS IN SW CORRIDOR	MARTIN	11/14/72
04 26 B10	DISCUSSION OF SW TRANSIT WORK PROGRAM	BTPR	09/15/71
10 26 B07	ECOL EVALUATION IN FOWL MEADOW AREA	YONIKA	10/05/71
10 26 B07	ISSUE OF CLEARED LAND IN SW CORRIDOR	HARRISON	11/15/71
10 26 B07	OPTIONS FOR VACANT LAND REUSE OF I-95S	GILCHREST	11/16/71
10 26 B07	SW CLEARED LANDS	STEINMAN	12/00/71
10 26 B07	VACANT LAND REUSE OF 2		12/00/71
10 26 B07	SW CLEARED LAND REUSE POLICY OPTIONS	STIENMAN	12/23/71
10 26 B07	TYPICAL SEC FOR CONS IN CLEARED LAND STUDY	KILLINGER	12/29/71
04 26 R24	PROGRAMS FOR SE EXPRESSWAY	HANSEN	02/14/72
04 26 B24	SE EXP FEASIBILITY STUDY	BENSON	02/14/72
04 26 R24	SOUTHEAST EXP WIDENING STUDY	BENSON	02/28/72
04 26 B10	SOUTHWEST TRANSIT ALTERNATIVES	KIDSTON	03/02/72
10 26 B07	FOWL MEADOW BASE AND DPW ALT	YONIKA	04/05/72
04 27 B20	SE/MASSPIKE/SO STA RAMP PROBLEM	LOCKWOOD	01/19/72
04 27 B22	WESTERN INNER BELT	SZILASSY	02/01/72
04 27 R22	WESTERN INNER BELT	SZILASSY	02/29/72
04 27 B22	WESTERN INNER BELT	SZILASSY	03/01/72
04 27 B22	WESTERN INNER BELT	SZILASSY	03/17/72
04 27 R22	WESTERN INNER BELT	SZILASSY	09/03/72
04 28 B10	HIGH SPEED GROUND MIDLANDS VS MAINLINE	HANSEN	12/20/71
06 29 B05	SOUTHWEST ARTERIAL	PEERS	08/11/72

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06	29	B11	SOUTHWEST ARTERIAL	PEERS	08/11/72
05	29	B22	SOUTHWEST ARTERIAL SPECIFIC ACTIONS	LANE	11/09/72
04	30	B00	ORANGE LINE	LOCKWOOD	11/10/71
04	30	B11	NEW ORANGE LINE WITH OR WITHOUT HIGHWAY COST	LOCKWOOD	11/10/71
08	33	B15	UMTA PEOPLE MOVER DEMO GRANT INFORMATION	ZELLNER	01/11/72
05	33	B15	INNER TRANSIT CIRCUMFER SUMMARY	MILLER	01/18/72
08	33	B15	PARKING VIOLATIONS/STREET CAPACITY	LACROSS	02/15/72
05	33	B15	FORD MOTOR CO PRT SYSTEMS	MILLER	02/18/72
07	33	B15	FORD MOTOR CO PRT SYSTEM	MILLER	02/18/72
05	33	B15	TRAFFIC GENERATORS IN CAMBRIDGE CIRCUM COR	MILLER	02/21/72
08	33	B15	TRIP TYPES AND ROUTING FOR TRANS CIRCUM	MILLER	02/25/72
05	33	B15	TRAFF GENERATORS IN BOSTON CIRCUM CORR	MILLER	03/14/72
08	33	B15	TRAFFIC GENERATORS IN TRANSIT CIRCUM CORR	MILLER	03/14/72
05	33	B15	TRANSIT CIRCUMFERENTIAL	MILLER	03/21/72
05	33	B15	CIRCUM SERV AREA POTENTIAL RIDERSHIP	MILLER	04/03/72
05	33	B15	TRANSIT ALT UNDER CONSID IN CIRCUMFEREN CORR	MILLER	04/04/72
05	33	B15	CIRCUMFERENTIAL PRESENTATION	MILLER	04/10/72
08	33	B15	TRANSIT CIRCUMFERENTIAL	MILLER	04/10/72
05	33	B15	TRANSIT CIRCUMFERENTIAL	MILLER	04/19/72
04	33	B15	RATIONALE FOR CIRCUMFERENTIAL	MILLER	04/24/72
04	33	B15	TRANSIT CIRCUMFERENTIAL PRODUCT	MILLER	05/11/72
04	33	B15	ORSEVA AND QUES ON SO STATION RENEWAL PLAN	ZELLNER	07/14/72
04	34	B12	EVAL AND POTENTIAL USE OF EXISTING RAIL ROW	CUNLIFFE	09/28/71
04	34	B12	B&M LINES FIELD RECONNAISSANCE TRIP	ROUDEBUSH	10/26/71
04	34	B12	COMMUTER RAIL MEETING	WARSHER	11/16/71
04	34	B12	COMMUTER RAILROAD	KILLINGER	11/17/71
04	34	B12	COMMUTER RAIL ISSUES	KILLINGER	11/19/71
04	34	B12	PENN CENTRAL RIGHTS-OF-WAY	HANSEN	11/30/71
04	34	B12	SUPPORT PERSONNEL FOR RAIL PLANNING	WARSHER	01/21/72
04	34	B12	SUMM OF PENN CENTRAL WEEKDAY OPER STAT	WARSHER	01/24/72
04	34	B12	COMMUTER RAIL	WARSHER	01/25/72
04	34	B12	PRELIM APP FOR ADV LAND ACQUISITION LOAN	ZELLNER	01/25/72
04	34	B12	COMMUTER RAIL RIGHT-OF-WAY PURCHASE OPER	WARSHER	01/27/72
04	34	B12	COMMUTER RAIL SYS WORK PROGRAM	WARSHER	01/31/72
04	34	B12	MANPOWER RESOURCES OF PRIVATE COMPANIES	WARSHER	01/31/72
04	34	B12	COMMUTER RAIL SYSTEM ACTION PLAN	WARSHER	02/01/72
04	34	B12	COMMUTER RAIL SYS ACTION PLAN	WARSHER	02/02/72
04	34	B12	COMMUTER RAIL IMPROVEMENT PROGRAM	ZELLNER	03/00/72
04	34	B12	COMMUTER RAIL OPERATIONS	BAILEY	03/01/72
04	34	B12	STEPS IN PENN CENTRAL LOAN APP COMPLETION	ZELLNER	03/02/72
04	34	B12	SERV AND OPER ASSUMP FOR COMMUTER RAIL	KIDSTON	03/13/72
04	34	B11	SW CORRIDOR MIDLSNADS BRANCH RAIL	BENSON	06/14/72
05	36	B00	ECONOMIC DEVELOP OF CAMBRIDGE	SIMPSON	09/28/71
05	36	B00	REVIEW OF SUBAREA	D SIMPSON	10/01/71
04	36	B23	GOODS MOVEMENT STUDY	BREVARD	10/07/71
11	36	B03	NW SUBREGIONAL ECONOMIC OVERVIEW	HARRISON	10/10/71
04	36	B23	TRUCK TRAVEL WORK PROGRAM	KIDSTON	10/20/71
04	36	B23	GOODS MOVEMENT	LACROSS	11/04/71
04	36	B23	GOODS MOVEMENT	HANSEN	11/09/71
04	36	B23	MAJOR TRUCK ROUTE LOCATION BY TOWN	BRAY	12/15/71
04	36	B23	GOODS MOVEMENT STUDY	LACROSS	12/28/71
04	36	B23	GOODS MOVEMENT STUDY	BRAY	02/02/72
04	36	B10	BEDFORD BRANCH TRANSIT EXTENSION	GRAHAM	02/11/72
04	36	B23	GOODS MOVEMENT IN EAST CAMBRIDGE	NORTHWEST TEAM	03/16/72

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04	36	B23	GOODS MOVEMENT/EAST CAMBRIDGE	HOPKINSON	03/22/72
02	36	B23	CAMBRIDGE/SOMERVILLE TRUCK PROBLEM	OSDOBY	05/22/72
02	36	B11	CAMBRIDGE/SOMERVILLE TRUCK PROGRAM	OSDOBY	06/08/72
04	36	B23	TRUCK ROAD ALTERNATIVES	MAZZA	07/00/72
04	36	B23	GOODS MOVEMENT INTERIM REPORT	BTPR STAFF	07/00/72
04	36	B23	TRUCK PROBLEM IN CAMBRIDGE/SOMERVILLE	GAILINAS	07/13/72
04	36	B23	GOODS MOVEMENT DATA	BTPR STAFF	07/13/72
04	36	B23	TRUCK WORK PROGRAM	PARKER	08/28/72
04	36	B23	TRUCK MOVEMENT STUDY	MADISON	08/28/72
09	36	B02	LEGAL ADM AFFECTING CONTROL OF TRUCK TRAFF	CURRY	10/06/72
11	36	B03	ECONOM BACKGROUND FOR TRUCK ANALYSIS	MARTIN	10/18/72
11	36	B03	ECON IMPACT OF TRUCK SCHEMES	MARTIN	10/18/72
12	36	B03	EST DISPLACE MASSPIKE TO BINNEY ST TRUCK RD	MAHADY	11/14/72
12	36	B23	TRUCK ROAD RELOCATION	WILDER	01/05/73
12	37	B22	CAMBRIDGE INNER BELT FAMILY RELOCATION	MAHADY	12/06/71
12	37	B22	PRELIM FINDINGS ON CAMBR INNER BELT & RTE 2	NORTHWEST TEAM	12/07/71
05	37	B22	ALT UNDER CONSID FOR WESTERN INNER BELT	ROUDEBUSH	03/07/72
05	37	B22	PRELIM FINDINGS ON WESTERN INNER BELT	ROUDEBUSH	03/07/72
12	37	B03	RESIDENTIAL RELOCA WESTERN CONNECTOR SCHEM 2	MAHADY	11/04/72
12	37	B03	VASSAR STREET TRUCK ROUTE IMPACTS	MAHADY	11/04/72
12	37	B03	BUS AND RES TAKINGS INV WEST CONN	WILDER	12/04/72
04	39	B00	WORK PROGRAM ALEWIFE	LANE	01/07/71
04	39	B11	ALEWIFE EXT TUNNELING	GERSHOWITZ	11/05/71
05	39	B00	PRELIM OBSERVA ON ALEWIFE FRESH POND	KLEIN	11/09/71
04	39	B11	RED LINE FROM HARV TO ALEWIFE	KIDSTON	12/00/71
04	39	B11	ENGR WORK ON HARVARD ALEWIFE TUNNEL	CAMBRIDGE ADV	01/14/72
04	39	B11	REDLINE EXTENSION FROM HARV TO ALEWIFE	KIDSTON	03/00/72
04	39	B20	HARVARD ALEWIFE TUNNELING	SVDRUP/PARCEL	05/00/72
04	39	B24	MBTA HARV ALEWIFE PRELIM TUNNEL STUDY	SV PARCEL	05/02/72
05	39	B00	SV/PARCEL PRESENT ON HAR ALEWIFE TUNNEL	SIMPSON	05/25/72
05	39	B00	STATUS OF ALEWIFE DEVELOP PLANS	SIMPSON	05/26/72
04	39	B11	ALEWIFE STATION LOCATION	NORTHWEST TEAM	06/05/72
04	39	B72	RIDERSHIP FOR HARVARD ALEWIFE ALIGNMENTS	COOGAN	06/08/72
04	39	B11	ALEWIFE EXTENSION COST ESTIMATES	SIMPSON	06/20/72
04	39	B11	PRELIM RIDERSHIP EST FOR HARV/ALE	COOGAN	06/23/72
04	39	B11	HARV ALEWIFE EXTENSION ENGR FEAS STUDY	SIMPSON	07/10/72
04	39	B11	HARVARD ALEWIFE EXT	LISSER	08/15/72
04	39	B11	CORRECTIONS TO HARV ALEWIFE MEMO	SIMPSON	10/00/72
04	39	B11	HARVARD ALEWIFE BASE MAPS	SIMPSON	10/11/72
10	39	B07	NW ENVIRONMENTAL IMPACT	SIMPSON	10/25/72
12	39	B03	RESIDENTIAL RELOCATION - RED LINE EXTENSION	MAHADY	11/04/72
04	39	B11	ALEWIFE BROOK STATION PARKING	KIDSTON	11/21/72
04	40	B11	GREEN LINE CAPACITY	KIDSTON	05/00/72
04	40	B11	PRELIM DESCRIPTION OF GREEN LINE EXT	NORTHWEST TEAM	06/06/72
05	40	B11	GREEN LINE SERVICE TO SOMERVILLE	HOPKINSON	10/18/72
04	41	B05	COMMUTER RAIL, RAPID TRANSIT TRAVEL TIME	KIDSTON	05/18/72
04	41	B05	EXPRESS BUS AND COMMUTER RAIL	KIDSTON	05/18/72
04	41	B12	EXPRESS BUS/COMMUTER RAIL	KIDSTON	05/18/72
04	41	B12	TRANSPORTATION CRISIS	BTPR STAFF	06/00/72
04	41	B12	CRIP-CRAP	HANSEN	06/05/72
04	41	B12	USE OF MIDLANDS FOR LIGHT RAIL	KILLINGER	06/28/72
04	41	B12	COMMENTS ON PRELIM CRIP DRAFT	ZELLNER	09/27/72
04	41	B12	COMMUTER RAIL & RAPID TRANSIT IN SW CORR	ZELLNER	10/00/72
04	41	B12	CRIP PRELIM DRAFT	ZELLNER	10/13/72
04	41	P12	ALT SERVICE PERCENTAGE	ZELLNER	11/01/72
04	41	B12	CRIP PROGRAM SUMMARY	ZELLNER	11/15/72

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12 41 B03	RAIL ACCESS AT ALEWIFE	WILDER	12/01/72
07 43 B13	SOMERVILLE SUPERMARKET SUR ANAL	BREVARD	05/00/72
06 44 B13	RECOMMENDATION FOR SOMERVILLE SUPMKT ANAL	BREVARD	02/00/72
07 44 B13	SIMULA OF 1970 AUTO OWNERSHIP DIS SOMERVILLE	BREVARD	02/16/72
07 44 B13	MOBILITY NEEDS QUESTIONNAIRE FOR CAMBRIDGE	KARASH	02/17/72
07 44 B13	SOMERVILLE SPEC MOBIL SURVEY PROPOSAL	BARBER	03/23/72
06 44 B22	IMPACT OF PROPOSED RAILROAD TUNNEL	BATCHELDER	10/00/72
04 44 B22	RAILROAD TUNNEL	ZELLNER	10/03/72
11 44 B03	ECON IMPACT OF DEPRESSING CENTRAL ARTERY	HARRISON	10/15/72
10 50 B07	CLEARED LAND DATA SUMMARY	CROCKETT	12/00/71
05 50 B00	URR DESIGN & PLANNING DESIGN SPEC SW CORR	KILLINGER	03/30/72
10 50 B07	BLANDINGS TURTLE	YONIKA	03/31/72
13 50 B03	BUS RELOCATION IN SW CORRIDOR	WILDER	04/17/72
04 50 B00	COST BENEFIT CONSIDERATIONS OF SW CORR ALT	ZELLNER	04/25/72
04 50 B55	HWY ALTERNATIVES UNDER CONSID AT FOWL MEADOW	SW TEAM	05/00/72
05 50 B00	ADV & DISADV OF ALT I-95 ALIGN AT FOWL MEAD	SOUTHWEST TEAM	05/09/72
05 50 B00	SERV OBJEC WASH/WAPREN/BLUE HILL CORR	MILLER	05/09/72
04 50 B11	SW RAPID TRANSIT FEASIBILITY STUDY ASSUMP	BREVARD	05/10/72
04 50 B11	PROSPECTUS FOR TRANSIT PLAN IN SOMERVILLE	HOPKINSON	05/15/72
04 50 B15	CIPDUMFER TRANSIT IN SOMERVILLE	MILLER	05/17/72
06 50 B11	WORK PROGRAM TO RESPOND TO MATT/SOMERVL LINE	PEERS	05/19/72
04 50 B00	SW FEASIBILITY STUDY TRANSIT PACKAGE	BREVARD	05/24/72
12 50 B03	REPLACEMENT HOUSING SW CORRIDOR	MAHADY	06/09/72
05 50 B00	JOINT DEVEL IMPLICATION OF SW OPEN SPACE	LANE	06/12/72
04 50 B11	SW CORRIDOR TRANSIT/COMMUTER RAIL ASPECTS	BAILEY	06/13/72
06 50 B05	SW CORRIDOR SYS ANALYSIS WORK PROGRAM	PEERS	06/13/72
05 50 B00	REPORT ON FOWL MEADOW	WOFFORD	06/15/72
13 50 B03	SO BOSTON BUS DISPLACEMENT	WILDER	06/27/72
04 50 B11	PRELIM COST ESTIMATES FOR SW TRANSIT OPTIONS	GRAHAM	06/28/72
04 50 B11	MATTER OF CANTON RIDERSHIP	COOGAN	07/00/72
04 50 B00	PRELIMINARY SW TRANSIT PROGRAM PACKAGES	BTPR STAFF	07/07/72
04 50 B00	SW CORR ALT - COST BENEFIT ISSUES	ZELLNER	07/12/72
04 50 B11	SW TRANSIT PHASING	KIDSTON	07/17/72
04 50 B00	SW CORRIDOR TRANSIT ALTERNATIVES	MCBRAYER	07/19/72
04 50 B11	SW CORRIDOR TRANSIT ALTERNATIVES	MCBRAYER	07/19/72
10 50 B07	NATIONAL REGISTRY PROPERTIES	WALLACE	07/19/72
04 50 B11	TRANSIT SERVICE AND PARKING IN SW CORR	LANE	07/24/72
04 50 B00	AIR RIGHTS DECKING SW CORRIDOR	BENSON	07/26/72
04 50 B11	ALTSHULER SPEECH ON SW TRANSIT	COOGAN	07/26/72
05 50 B21	POTENTIAL MHFA ROLE IN SW CORRIDOR	LANE	07/26/72
10 50 B00	JF REVIEW STATEMENTS SW CORRIDOR	WALLACE	07/27/72
10 50 B07	SW CORRIDOR 4F REVIEW	WALLACE	07/27/72
04 50 B11	SW TRANSIT OPTIONS/CAP COSTS/MAINT FACIL	BENSON	07/30/72
10 50 B07	ARNOLD ARBORETUM	WALLACE	08/01/72
10 50 B07	SW CORRIDOR ZONE DESCRIPT AND 4F STATEMENTS	WALLACE	08/04/72
10 50 B07	ALIGNMENT EVALUATION OF MOTHER BROOK	WALLACE	08/04/72
13 50 B03	BUS RELOCATION PROGRAM FOR SO BOSTON	HARRISON	08/17/72
02 50 B00	FURTHER DEVEL OF SW CORRIDOR TRANSIT OPTION	SE2 STAFF	09/00/72
10 50 B07	FOG	PEERS	09/11/72
06 50 B05	LAND AREAS AND REIMBUR ISSUES IN SW CORR	LANE	10/18/72
04 50 B21	MANAGED EXPRESSWAY CONCEPT	HANSEN	10/30/72
13 50 B03	BUS TAKINGS IN SW CORRIDOR	LANE	11/03/72
12 50 B21	DISPOSITION OF DPW-OWNED LAND IN SW CORR	MAHADY	11/09/72
05 50 B00	SOUTHWEST IMPLEMENTATION IF NO EXP BUILT	LANE	11/13/72
05 50 B00	SOUTHWEST CORRIDOR REDEVELOPMENT DETAILS	LANE	11/13/72

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04 60 B00	COST BENEFIT ANAL OF CAMBRIDGE INNER BELT	ZELLNER	11/22/71
05 60 B11	TRANSP FACILITIES AFFECTING FENWAY	MILLER	03/23/72
04 60 B14	NEW MBTA BUS ROUTE	MILLER	03/24/72
04 60 B11	ORANGE LINE CAPACITIES	KIDSTON	04/27/72
04 60 B00	NW CORRIDOR TRANSIT EVALUATION	KIDSTON	05/05/72
04 60 B11	NW CORRIDOR TRANSIT EVALUATION	KIDSTON	05/05/72
04 60 B10	MBTA WORK PROGRAM NW CORRIDOR	TRUST	05/18/72
06 60 B05	ADDITINAL WORK PROGRAM/MATTAPAN-SOMERVILLE	PEERS	05/19/72
04 60 B00	TRANSPORTATION SYSTEMS FOR NORTHWEST	HOPKINSON	05/23/72
04 60 B11	SW FEASIBILITY STUDY TRANSIT PACKAGES	BREVARD	05/24/72
05 60 B05	TRANSP SYSTEM FOR NORTHWEST	SIMPSON	05/25/72
04 60 B11	SW TRANSIT ORANGE LINE EXT TO RTE 128	BATCHELDER	06/00/72
04 60 B11	NW CORRIDOR STATUS REPORT	SIMPSON	07/11/72
09 60 B02	LEGAL ADMIN WORK REQUIRED FOR NORTHWEST	CURRY	07/31/72
04 60 B11	ENGR ANAL REQUIREMENTS FOR NW TRANSIT EXT	SIMPSON	08/18/72
10 60 B07	NORTHWEST 4F LANDS	WALLACE	09/07/72
06 60 B11	COST ANA FOR CANTON-NEEDHAM-ORANGE LINE EXT	BREVARD	10/17/72
10 60 B07	NW 4FS DETERMINED	WALLACE	10/19/72
10 60 B07	NW TRANSIT EIS	CURRY	10/19/72
12 60 B03	RELOCATING RESIDENTS FROM PROS ST	MAHADY	10/23/72
10 60 B07	NW GENERAL ENVIRONMENT	WALLACE	10/27/72
10 60 B07	NW TASK STUDY	WALLACE	11/10/72
12 60 B03	DAVIS SQUARE BUS RELOCATION	WILDER	12/18/72
05 60 B05	HWY TRAFF ANAL REQUIREMENTS NW ARTERIAL	SIMPSON	08/23/73

HANDOUTS AT WORKING COMMITTEE MEETINGS

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SOUTHWEST CORRIDOR -- RAIL TRANSPORTATION FACILITIES	P. Cunliffe	9/28/71
SOUTHWEST CORRIDOR ADDENDUM TO 9/28/71 MEMO	P. Cunliffe	9/29/71
M.A.P.C. TECHNICAL ADVISORY COMMITTEE LIST OF MEMBERS		9/71
LETTER RE AIR AND NOISE CONSULTANTS	L. LaCross	10/19/71
G.B.C. POSITION PAPER	Greater Boston Committee on the Transportation Crisis	10/26/71
ENDORSEMENT OF GBC PAPER	M.A.T.C.O.	11/1/71
REMAINDER OF WORK IN PHASE ONE	E. Wood	11/2/71
REVIEW OF PHASE I ALTERNATIVES	J. Wofford	11/2/71
RECOMMENDATIONS OF AD HOC TRANSIT COMMITTEE	D. Graham, T. Lee, A. Sloan	11/6/71
REGIONAL ALTERNATIVE--PHASE I	Environmental Coalition	11/14/71
M.A.P.C. ENDORSEMENT OF ENVIRONMENTAL COALITION POSITION PAPER	P. McBride	11/17/71
WORK PROGRAM -- PUBLIC TRANSPORTATION STUDIES IN COVERAGE AND SPECIAL MOBILITY NEEDS	BTPR	11/23/71
ENVIRONMENTAL FACTORS IN DEVELOPING TRANSPORTATION GOALS	Environmental Coalition	11/23/71
POSITION PAPER -- LONGWOOD NEIGHBORHOOD ASSOCIATION AND COTTAGE FARM ASSOCIATION	Longwood Neighborhood Assn. Cottage Farm Assn.	11/24/71
PHASE I OBJECTIVES	BTPR	11/30/71
REGIONAL ALTERNATIVE, PHASE I (Revised)	Environmental Coalition	11/30/71
S.E. 9 PRIORITIES -- DRAFT	J. Wofford	12/7/71
M.A.T.C.O LETTER RE PHASE II WORK PROGRAM	J. Carroll	12/7/71
LEAGUE OF WOMEN VOTERS STATEMENT	League of Women Voters	12/14/71
RESPONSE TO PRESENTATION TO STEERING COMMITTEE, NOV. 30	G.B.C.	12/14/71

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COMMUNICATIONS	W. Hansen	12/20/71
RECOMMENDATIONS FOR PHASE II	C. Johnston	12/21/71
PHASE I ALTERNATIVES	Am. Society of Civil Engineers/ Boston Society of Civil Engineers/ Consulting Engineers Council of New England	12/27/71
PHASE II WORK PROGRAM	S. Lockwood	1/18/72
PROTOTYPICAL TRANSIT STUDIES SUMMARY AND FINDINGS -- REFINED PASS II	J.A. Fehr	1/21/72
HIGHWAY ISSUES TO BE ADDRESSED IN THE FIRST ROUND NETWORK ANALYSIS	M. West	2/3/72
MEETING OF 15th FEBRUARY	Regional Study Group	2/15/72
GOALS: BTPR STUDY	Regional Working Committee	
TRANSPORT SERVICE ALTERNATIVES	BTPR	Unknown
LETTER TO GOVERNOR SARGENT	Senator Burke	3/21/72
LETTER FROM NEPONSET CONSERVATION ASSOCIATION	W. Holcombe	3/30/72
BOSTON TRANSPORTATION PLANNING REVIEW	Environmental Coalition	3/30/72
LETTER TO GOVERNOR SARGENT RE MASTER TRANSPORTATION PLAN FOR BOSTON REGION	Maurice Freedman	3/31/72
LETTER TO GOVERNOR SARGENT RE AM. SOCIETY OF CIVIL ENGINEERS ACTION PROGRAM COMMITTEE	R. Barton	4/5/72
PRESS RELEASE	Senator Burke	4/11/72
DRAFT OF DRAFT REPORT ON NORTH SHORE	BTPR	4/25/73
SUMMARY OF SENATOR BURKE'S BILL CREATING THE COMMONWEALTH RAILWAYS	Senator Burke	4/27/72
NORTHWEST FACILITIES ISSUES	S. Osdoby	5/2/72
TRANSIT IN THE NORTH SHORE	Draft Excerpt from No. Shore Report	5/3/72
LETTER RE SOUTHWEST CORRIDOR	M.A.T.C.O.	5/8/72

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NEXT STEPS IN NORTHWEST SUB-REGION	N.W. Corridor Municipal Caucus	Unknown
LETTER TO GOVERNOR SARGENT	Boston Society of Architects	5/5/72
LETTER TO GOVERNOR SARGENT	Environmental Coalition	5/9/72
UNIFIED TRANSPORTATION PLANNING WORK PROGRAM -- BOSTON REGION	J. Wofford	5/16/72
TRAFFIC ANALYSIS MODELS	J. Peers & J. MacMann	6/72
REVIEWING DRAFT TECHNICAL MATERIAL	S. Lockwood	6/13/72
1973 UNIFIED TRANSPORTATION PLANNING WORK PROGRAM (DRAFT)	J. Wofford	6/13/72
LETTER -- POSITION OF TOWN OF CANTON	Canton Board of Selectmen	6/12/72
PRESS RELEASE: ANTI-HIGHWAY GROUP CALLS FOR M.B.T.A. TASK FORCE	G.B.C.	7/12/72
COMMENTS ON NORTH SHORE AND I-95 RELOCATED REPORTS	U.S. Dept. of Transportation	8/14/72
COMMENTS ON NORTH SHORE ENVIRONMENTAL IMPACT STATEMENT	Environmental Coalition	8/17/72
LETTER TO CONSERVATION COMMISSION MEMBERS	S. Osdoby	8/18/72
BUS/LIMO SERVICE TO LOGAN	B. Barber	8/21/72
LYNN WOODS DECISION	Greater Boston Chamber of Commerce	8/24/72
3rd DRAFT -- NORTHWEST REPORT OUTLINE	D. Simpson	8/29/72
CALENDAR OF COMING MEETINGS	S.E. 2	10/3/72
BTPR MODE SPLIT MODEL	J. MacMann	10/12/72
DRAFT PUBLIC TRANSIT ACTION PLAN	G.B.C.	10/72
NORTHWEST CORRIDOR SUMMARY -- STATUS REPORT	D. Simpson	12/5/72

